

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

TECHNICAL ADVISORY COMMITTEE NOTICE OF MEETING

The Technical Advisory Committee (TAC) will hold a meeting on **Monday, July 31, 2006**, in the Tenth Floor Conference Room, Wichita City Hall, 455 N. Main, Wichita, Kansas - beginning at **10:30 a.m.**

If you have any questions regarding the meeting or items on this agenda please call the WAMPO Staff at 316.268.4391.

AGENDA

1. Call meeting to order – Chairperson, TAC.
2. Approve minutes of the June 26, 2006 meeting.
3. WAMPO Regional Pathways System Plan.
Presentation by the consultant team of Charlier Associates Inc. and Patti Banks Associates.
4. WAMPO Railroad Crossing Plan.
Presentation by the consultant team of TranSystems and Iteris.
5. Workshop on Safe Routes to School.
Presentation by Scott Dunakey, Principal Planner.
6. Transportation Improvement Program (TIP) Policy.
Presentation by Nancy Harvieux, Transportation Planning Manager.
7. FFY 2006 WAMPO Federal Metro Urban Funds (STP/CMAQ/BR) Projects Status.
Update by FFY 2006 Project Sponsors.
8. Amendment to the 2006 Transportation Improvement Program (TIP).
Presentation by Nancy Harvieux, Transportation Planning Manager.
9. Other items.
10. Adjournment.

John L. Schlegel, Director
Wichita Area Metropolitan Planning Organization
July 24, 2006

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

Technical Advisory Committee (TAC)

Minutes of Meeting

June 26, 2006 Meeting

Attendance

Members Present:

Ronald Marnell, *Chairperson*
Jim Armour, City of Wichita
Diana Brooks, City of Colwich
Nancy Harvieux, WAMPO
Les Mangus, City of Andover
Angela Millspaugh, City of Haysville
Forrest Nagley, Wichita Transit
Marjie Norton, KDOT
John Schlegel, MAPD/WAMPO
David Spears, Sedgwick County
Byron Low, FHWA, *Ex Officio*
Gary Janzen (Chris Carrier), City of Wichita
Mike Jacobs (Paul Gunzelman), City of Wichita

Members Absent:

Chris Carrier, City of Wichita
Paul Gunzelman, City of Wichita
Jay Newton, *Ex Officio*
Joanie Roeseler, *Ex Officio*
Dan Squires, City of Derby

Others Attending:

Eldon Miller, City of Valley Center
Tom Hein, KDOT
Lee Holmes, KDOT
Mike Moriarty, KDOT
Dennis McHugh, City of Wichita
Dana Walden, City of Park City
Steve Lackey, Tran Systems

Scott Dunakey, WAMPO
Purab Adabala, WAMPO
Mark Dugan, WAMPO

1. Call meeting to order – Chairperson, WAMPO.

The meeting was called to order by Mr. Marnell, Chairperson of the Technical Advisory Committee. The meeting was held in the Planning Department Conference Room, 10th floor, City Hall, 455 N. Main, Wichita KS.

2. Approval of the Minutes of the May 30, 2006 meeting.

Mr. Marnell asked if there were any additions or corrections to the minutes. Having none, the minutes were approved as presented.

ACTION: Ms. Harvieux moved to approve the May 30, 2006 Minutes. Ms. Norton seconded the motion. Motion carried unanimously (14-0). Gary Janzen substitute for Chris Carrier and Mike Jacobs substitute for Paul Gunzelman.

3. Discussion on the Draft Transportation Improvement Program (TIP) Policy-Guidelines Element.
Presentation by Nancy Harvieux, Transportation Planning Manager.

Ms Harvieux advised the Committee members that this was the draft of the TIP Policy – Guidelines Element. She advised the all suggestions for the draft were to be submitted to her prior to this meeting. *Section 2.10 Obligation of Funds* was added to ensure that the document could be clear on how the funds were obligated. In addition, corrections were made to the formatting as requested at the last meeting. The issue was raised about *Section 2.2 and 2.4*; Mr. Marnell asked the TAC Committee for amendments, amendments are listed below.

Mr. Jacobs commented:

2.2 Federal Share

Projects once selected for TIP funding are at a maximum allowed to request 80% federal funding for construction and construction engineering costs. Using the 80% federal share requires a minimum match of 20% by the sponsoring agency/jurisdiction. ~~Actual obligation of federal funds by KDOT for each project selected by the MPO will not exceed the amounts programmed by WAMPO in the TIP.~~ Increases in the dollar amount (~~not greater than the 80/20 split~~ will be recorded) through the amendment process.

Mr. Jacobs commented:

2.4 Overrun Costs

In order to assure the project is completed, overrun funding is available above the initial award amount, not to exceed the 80% share of federal funds through out the life of the project and/or at completion of the project. The intent of tracking the changes in funding during the course of the year is to assure project schedule flexibility.

Overrun costs are deducted from available federal funds. If an overrun is requested and all current year federal funds have been obligated, the overrun amount will be deducted from the next years funding prior to any funds being released for obligation. This may result in a reshuffling of program projects to assure fiscal constraint is maintained. Projects will be shifted into later years until fiscal constraint is reached.

~~If an individual project or phase of a project is anticipated to exceed the project budget established in the TIP, the entire additional cost will be born by the sponsor unless the WAMPO approves additional federal funds for the project through a TIP Amendment/ Administrative Revision.~~

~~There are two ways to increase the funding amount of the project:~~

- ~~a. During the life of the project incremental cost increases as they occur through the Amendment/ Administrative Revision process.~~
- ~~b. Upon completion of the project a total amount requested is submitted through the Amendment/ Administrative Revision process.~~

Mr. Armour commented:

2.3 Fiscal Constraint

A request to change *Table 1*, percent above obligation amount to be 20, ~~20~~ 15, 10, 5, 0 (change the second-programmed year from 20 to 15 percent).

Mr. Marnell advised if at no other time at least once a year this TIP Policy should be reviewed for amendment(s) in July, or 90 days prior to fiscal year; and should also be included in the process for amendments. Nancy will provide the Process for Amendments, New TIP Process, Administrative Revision, and Project Selection Criteria to the Committee for review before the July 2006 meeting. Members were requested to identify recommendations to the document to the WAMPO Staff by July 14, 2006. He advised the TAC that he would like to finalize the Policy at the July 31 meeting for recommendation to the Policy Body.

ACTION: No action required on this item.

4. FFY 2006 WAMPO Federal Metro Urban Funds (STP/CMAQ/BR) Projects Status..
Presentation by Nancy Harvieux, Transportation Planning Manager.

Ms. Harvieux requested changes for *Agenda Item 4, Attachment 1, FFY 2006 projects scheduled LET dates WAMPO Metro Urban Funds Project Status from Project Sponsors*. The following were the requested changes from project sponsors:

Wichita, ITS Wichita Transit Project:	Dropped by City of Wichita.
Wichita, Intersection: Pawnee & McLean:	Aug 06 moved to July 06.
Wichita, 11 th St. N.: Bridge @ Drainage Canal:	Aug-06 moved to Sept-06.
Wichita, Central: Oliver to Woodlawn & Bridge @ Brookside:	July-06 moved to Aug-06.
Wichita, 29 th St N: 119 th St W to Maize:	Hold/Tentative, ROW issue.
Wichita, Central: Woodlawn to Rock:	July-06 moved to Aug-06.

The following were the status of projects from the May 30, 2006 TAC meeting that have not changed:

Andover, Regional ITS System Implementation:	Dropped by City of Andover.
Wichita/SG Co, ITS AVL Project:	Dropped by COW/SG Co.

5. Last date for Obligation of Federal Funds for FFY 2006 projects.
Presentation by Byron Low, Federal Highway Administration and Lee Holmes, Kansas Department of Transportation.

Mr. Low defined obligation as the authority to spend federal dollars for a project. He said that FFY 2006 projects have to be obligated by September 18, 2006 for KDOT to balance their books. He mentioned that KDOT requires these projects be LET within 30 (thirty) days of obligation.

Ms. Harvieux mentioned some important dates to remember in this perspective:

- July 19, 2006: The cutoff date to supply request for amendments changes to Staff.
- July 31, 2006: TAC will meet to review and make recommendations.
- August 2 thru 15, 2006: Public Comment/Review Period.
- August 17, 2006: Policy Body to hold Public Hearing before making a decision on the proposed amendment.
- September 18, 2006: *Obligation deadline.*

6. Other Items.

Ms. Harvieux introduced Scott Dunakey, Principle Planner and Mark Dugan, Intern. She also congratulated Daniel Nguyen, who will be leaving, to work with the Federal Transit Administration.

Byron Low and Marjie Norton, complimented staff on their efforts getting the policy documents out; and their efforts in spending the accumulated funds.

Ms. Harvieux informed that the South Area Transportation Study (SATS) Advisory Committee Meeting is scheduled for July 10, 2006; and Open House for the Study is on July 26, 2006. She added that this information would also be posted on the WAMPO web page.

ACTION: No action required on this item.

7. Adjournment.

With no further business, the meeting was adjourned at 11:20 a.m.

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

Date: July 24, 2006

TO: Technical Advisory Committee

FROM: Scott A. Dunakey
Principal Planner

RE: WAMPO Regional Pathways System Plan.

WAMPO entered into a contract with Charlier Associates, Inc. on May 23, 2006 to develop a "Regional Pathways System Plan". The purpose of the plan is to assess the existing bicycle/pedestrian facilities and identify, prioritize and recommend future connecting links for bicycles/pedestrians across the WAMPO region. Terri Musser, AICP, with Charlier Associates, Inc. will present a brief overview of the plan, update the TAC on progress to date, and outline upcoming project milestones/events.

The WAMPO Staff has enclosed a copy of the most recent project update and flyers that announce community meetings scheduled for July 31 and August 1, 2006.

RECOMMENDED ACTION:

None.

Attachment(s):

1. *July 7, 2006 Consultant Project Update.*
2. *Community Meeting Flyer.*
3. *Pathways Focus Group Flyer.*



PROJECT UPDATE

Friday, July 7, 2006

Upcoming Consultant/Core Group Deadlines

Monday, 07/10 - P.R. and web materials to Scott for review/editing

Tuesday, 07/11 - Terri to send e-mails announcing events with flyers attached

Tuesday, 07/11 - public can begin accessing www.wampopathways.org

Monday, 07/24 - second round of P.R. materials to Scott for review/editing

Tuesday, 07/25 - reminder notices to go out, with website updated as necessary

Monday, 07/31 - meetings begin

Flyers

Drafts for the Pathway Users Focus Group and the Community Meetings are on the Doc Manager for WAMPO review.

Press Releases

We will also post a word document for your review of proposed text that will go out in respective e-mails to the various groups identified below.

Attendee Invites and Contact Lists

Between the bike shops and user group contacts, and their larger memberships accessible by e-mail, we seem to be in pretty good shape for getting the word out about the Pathway Users Focus Group on 08/01.

We're a little worried about who will attend the various Community Meetings on 07/31 and 08/01. Our best sources to date are the City Administrators list, school districts contact list, and the larger group of people who were e-mailed the KSDOT Safe Routes to School (SR2S) application information by Scott on 06/28.

Lisa called each City Administrator and several said they would get back to her with the correct individuals to invite, but we have had no responses to date. Are there any parks or public works or law enforcement staff e-mail lists for contacts within the smaller communities? If not, WAMPO staff will need to print and mail flyers to these various groups or we will likely not have very good attendance at the community meetings.

We have no contacts for the County or City of Wichita yet. We'd like representation from parks, planning, public works, law enforcement, transit and engineering. Please forward e-mail addresses of appropriate individuals to notify within these departments/agencies for the 08/01 meeting.

The SR2S angle and school contacts may be the best way to generate interest in our meetings at the local community level in the more rural areas. We need to discuss Monday morning. I'm also trying to tap into the Safe Kids Wichita Area group for additional names of individuals to invite to the respective community meetings. (Think a lot of people took vacation this past week over the 4th holiday)

We're still not sure if there will be a Universities meeting. I spoke with both Facilities Planning and Campus Police at WSU and neither feel that this important enough or enough people bike and walk to warrant their involvement at this stage. Still trying to reach people at the other colleges.

Web Site

CJ is wrapping up an expanded initial website to debut. We need Scott to please plan on reviewing this carefully for content and wording on Tuesday morning, as I anticipate we will be making several last-minute changes late Monday after we get your comments on the other materials.

Newspaper

We need to rely on WAMPO staff to contact the local paper(s) to run feature articles in the paper throughout various stages of the planning process. The July meetings are for data gathering only, so you'll need to decide how wide a net you wish to cast, but we do need faces to show up to talk to us at this stage in the process.


Is there also any type of community calendar published in the paper or elsewhere where you can post the dates and times and list the project website for people who may be interested?

Mapping

Lisa is continuing to make progress on this, although she is on Kauai on another project all next week. She's developing working sets of three maps at the larger scale, as previously discussed, inputting the recent TE projects, and creating blow-up mapping options for areas ½ mile around school sites.

She will contact various WAMPO staff after 07/17 regarding available census data compiled by WAMPO that we can hopefully use on this project, as well as any remaining pieces of GIS data that we are missing.



 These are informal meetings for data collection from each of the 21 area communities.

We'd like to learn about local levels of interest regarding:

- ♦ Trails & Greenways
- ♦ Safe Routes to School
- ♦ Bicycle Transportation
- ♦ Sidewalks & Street Crossings

Check out our project web-site for updated information

www.wampopathways.org

And please pass this flyer along to other parties who may be interested....

WHAT

Community Focus Groups

- to discuss bicycling and walking needs for individual communities within the WAMPO region

WHEN

Monday & Tuesday, July 31st & Aug. 1st

- times assigned to jurisdictions by geographical location

WHERE

Wichita City Hall

- 455 N. Main Street
10th Floor Training Room

WHO

town administrators, city engineers, parks & recreation staff, law enforcement personnel, local pathway advocates, parents and school representatives

WHY

because we're assessing area bicycle and pedestrian facilities.... and want to hear from each community in the region to determine their unique biking and walking needs

MEETING SCHEDULE

Monday, July 31, 2006 - 12:00pm-1:30pm

Southwestern Focus Group

Jurisdictions located south of Kellogg Drive and west of I-135.... including Cheney, Garden Plain, Goddard, Viola and Clearwater.

Monday, July 31, 2006 - 1:45pm-3:15pm

Northwestern Focus Group

Jurisdictions located north of Kellogg Drive and west of I-135.... including Mount Hope, Valley Center, Sedgwick, Bentley, Andale, Colwich and Maize.

Monday, July 31, 2006 - 3:30pm-5:00pm

Eastern Focus Group

Jurisdictions located east of I-135.... including Park City, Kechi, Bel Aire, Andover, Eastborough, Derby, Mulvane and Haysville.

Tuesday, August 01, 2006 - 10:00am-11:30pm

Open Jurisdictional Meeting

Extra meeting scheduled to accommodate representatives from any jurisdiction who are unable to attend their designated time slot.

Tuesday, August 01, 2006 - 1:30pm-3:00pm

City of Wichita

Meeting with various City of Wichita departments.



RSVP

Can you make it?

- please RSVP to update@wampopathways.org so we have an estimate of who will be attending which meeting



Wichita Area Metropolitan Planning Organization
Regional Pathway System Plan



WHAT

Pathway Users Focus Group

- to discuss trails, sidewalks and on-road bicycle transportation needs within the greater WAMPO region

WHEN

Tuesday, August 1st

- from 7:00 - 8:30 pm

WHERE

Minisa Park Shelter

704 W. 13th Street, Wichita

- accessible by bike from the North Riverside Path

WHO

trail users, bicycle club members, greenway advocates, bike commuters.... people with knowledge of the region and ideas for transportation improvements

WHY

because we're assessing current bicycle and pedestrian facilities.... and want to hear from area residents out bicycling and walking in the local communities



**Please check out
our project website for
updated information:**

www.wampopathways.org

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

Date: July 24, 2006

TO: Technical Advisory Committee

FROM: Scott A. Dunakey
Principal Planner

RE: WAMPO Railroad Crossing Plan.

WAMPO entered into a contract with TranSystems on May 23, 2006 to develop a "Railroad Crossing Plan". The purpose of the plan is to identify and analyze the transportation needs of railroad crossings across the WAMPO region. Sara Leitner, P.E., with TranSystems will present a brief overview of the plan, update the TAC on progress to date, and outline upcoming project milestones/events.

The WAMPO Staff has enclosed a copy of the project update provided by TranSystems.

RECOMMENDED ACTION:

None.

Attachment(s):

1. *TAC Consultant Project Update.*



WAMPO Railroad Crossing Plan – Technical Advisory Committee Meeting

July 31, 2006

Project Summary

Safety and congestion play key roles in management of highway/railroad grade crossings and are top priorities for the Wichita Area Metropolitan Planning Organization (WAMPO) planning area. An assessment of safety at the region's highway/railroad grade crossings not only benefits the traveling public but also the private industries vital to the area's economic success. Mitigating congestion and traffic delays is already being exhibited in the region through the Central Corridor project. The Railroad Crossing Plan will act as the primary tool to deal with crossing safety and delay in the planning area and carry forth recommendations to increase the benefits to the traveling public and private industry.

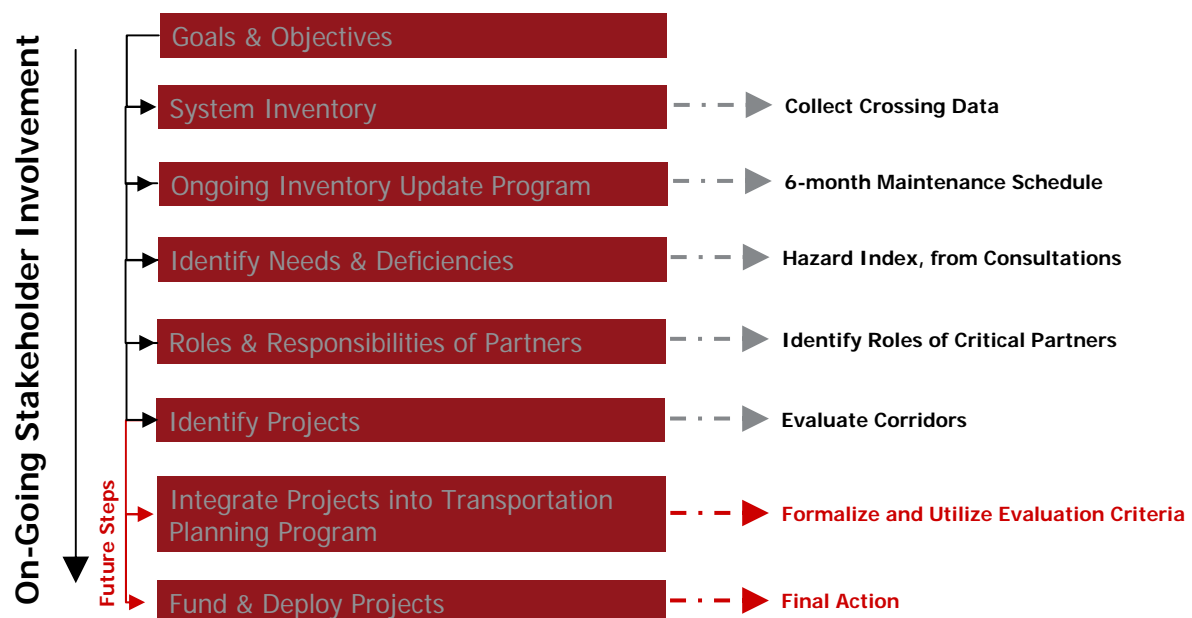
Team Contact Information

Sara Leitner Clark
sleitner@transystems.com
816-329-8772

Brett Letkowski
baletkowski@transystems.com
316-303-0154

Planning Process

This project will follow a distinct planning process that is shown in the following flow chart. At the July 31 meeting the project team will highlight the planning process and provide specific details on the data we will gather and how it will be incorporated into projects that could appear in future Transportation Improvement Programs (TIP).



At the TAC meeting we will be reviewing the Goals and Objectives set forth in the 2005 Update to the 2030 Long Range Transportation Plan. We will focus specifically on Goal 6.2 which is highlighted below.

Step 1. Goals & Objectives

Wichita LRTP Goal 6. Rail Transportation and Freight Movement

6.1 Encourage improvements to and the expansion of freight facilities and assets that the Wichita Area remains a leader in the effective goods movement.

6.2 Promote safety and decrease delay between transportation modes.

- Continue to implement strategies and projects identified in the Wichita/Sedgwick County Railroad Alternatives Analysis
- Prioritize at-grade rail/roadway crossings and develop a program to improve safety and the movement of goods and people at these locations.
- Promote grade separations at rail crossings and major corridors.
- Investigate advance technologies to increase the safety and efficiency of freight transportation services and facilities.

6.3 Promote surface transportation linkages between the Wichita Area and other large metropolitan areas.

Future Steps

We have met with Al Cathcart from the Kansas Department of Transportation and will work with Rail Transportation and the Bureau of Transportation Planning to utilize KDOT's Crossing Inventory Information Management System (CIIMS). This will provide us with accurate, up-to-date information regarding the rail/highway grade crossings in the WAMPO region.

After the data is collected we will use a Hazard Index to identify crossings where we will investigate safety and congestion solutions. Then we will investigate methods to integrate these projects into the WAMPO Project Selection Criteria currently under development.

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

Date: July 24, 2006

TO: Technical Advisory Committee

FROM: Scott A. Dunakey
Principal Planner

RE: Workshop on the Safe Routes to School (SRTS) Program.

The SAFETEA-LU legislation, signed into law in August 2005, authorized funding for the Safe Routes to School (SRTS) program. The intent of the SRTS program is to improve safety conditions for school children that walk or bicycle to school. The funding is offered through Kansas Department of Transportation (KDOT) through a 100% reimbursement program. Funds awarded through SRTS may be used for planning, education or infrastructure improvements. The deadline for program applications is August 25, 2006. With the tight deadline, WAMPO has offered staff assistance in completing SRTS applications to Metro Communities/school districts.

The WAMPO Staff has enclosed a copy of the SRTS Workshop Slideshow for your review and information.

RECOMMENDED ACTION:

None.

Attachment(s):

1. *WAMPO Staff SRTS Workshop Slideshow.*

W A M P O

Wichita Area Metropolitan Planning Organization



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

Purpose of an SRTS Program

- Enable and encourage children to walk/bike to school by integrating health, fitness, traffic relief, environmental awareness and safety under one program.
- Involve the entire community (including parents, children, school staff, businesses, local government, engineers, law enforcement, civic organizations, etc.) in creating a program that is specific to the community.



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

Program Implementation

- National Program Guidance issued in January 2006 (available online)
- State DOT's responsible for program; must provide full-time Coordinator
- Program is for schools that serve grades K-8
- No State receives less than \$1 million per year



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

Program Approach

- Eligible projects/activities will focus on children in Kindergarten-8th grades or their families.
- Projects will be awarded through a phased program approach. The two phases are:
 - **Phase 1:** Funding to create an SRTS Plan. Reimbursement can be used for technical assistance, assessment and project/activity planning support.
 - **Phase 2:** Funding for the execution of infrastructure and noninfrastructure projects



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

SRTS Plan

- Applicants that do not currently have an SRTS Plan that includes the following elements *must* apply for Phase 1 SRTS funding:
 - Governmental/School District sponsorship
 - Public involvement/education (including involvement from children)
 - Baseline survey of current school travel patterns
 - Either a drawing detailing work proposed (for infrastructure projects) *or* a detailed plan of action (for noninfrastructure activities).
- Applicants that can provide an SRTS Plan with the aforementioned information will be eligible to bypass Phase 1.



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

SRTS Plan

- Programs that are awarded Phase 1 money will be provided reimbursements to create a SRTS Plan.
- Once completed, the SRTS Plan can be used to apply for Phase 2 funding in Fiscal Years 2007-09.
- *Being awarded Phase 1 funding does not guarantee that an applicant will be awarded Phase 2 funding, but those applicants that have completed Phase 1 in good standing will receive priority for Phase 2 funding.*



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

Eligible Projects: Infrastructure



- Must be within 2 miles of school (K-8)
- Eligible uses:
 - Phase 1 SRTS Plans
 - Bicycle parking facilities
 - Street striping (bicycle lanes, crosswalks)
 - Off-street bicycle and pedestrian facilities
 - Signs
 - Facilities to slow traffic
 - Sidewalk installation or improvement
 - Connections between locations



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

Eligible Activities:



- Bike or pedestrian audit
- Bicycle rodeo
- Crossing guard program
- Public awareness campaign
- Walking school bus or bike train



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

Eligibility Criteria: MPO's

- Infrastructure projects which are located within urbanized areas (populations greater than 50,000) must be submitted through the Metropolitan Planning Organization. The application must have a letter of support from the MPO.
- MPO's must include all infrastructure projects that are awarded in their STIP/TIP.
- There is no limit on the number of applications that a MPO can submit.



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

???Questions???

For more information visit the
National Safe Routes to School website at:

www.saferoutesinfo.org



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

Date: July 24, 2006

TO: Technical Advisory Committee

FROM: Nancy Harvieux, AICP
Transportation Planning Manager

RE: Transportation Improvement Program (TIP) Policy.

The Technical Advisory Committee (TAC), at their April 3rd & 17th, 2006 meetings, initiated the process to develop the WAMPO TIP Policy document. The WAMPO Policy Body, at their May 18, 2006 meeting, reviewed the TAC recommendations and also provided their input into the Draft TIP Policy. At the June 26th meeting, the TAC discussed and made changes to the Guidelines section of the TIP Policy document. Staff was instructed to distribute the changes made at the meeting to all TAC members. Staff was also instructed to distribute the following proposed policies to all TAC members for review:

- Creating a new TIP
- Amending the TIP
- Making administrative revisions to the TIP
- Project selection
- Project selection criteria.

TAC members were asked to submit their final comments to the Staff by July 14, 2006. The TAC Chairperson advised the members that he would like the Policy to be taken to the Policy Body for adoption at the August 17 meeting. Staff received comments and suggestions from various TAC members and included those suggestions in the proposed TIP Policy.

WAMPO Staff has enclosed two copies of the Draft Transportation Improvement Program Policy. The first Policy Document (Attachment 1) highlights all changes staff has made in accordance with TAC member recommendations. The second Policy Document is a clean copy that has all changes incorporated but does not have the changes highlighted.

RECOMMENDED ACTION:

1. *Recommend to the WAMPO Policy Body the approval of the WAMPO Transportation Improvement Program (TIP) Policy.*

Attachment(s):

1. *Draft Transportation Improvement Program Policy with tracked changes.*
2. *Draft Transportation Improvement Program Policy without tracked changes.*

W A M P O

Wichita Area Metropolitan Planning Organization

Draft Transportation Improvement Program Policy

(With Tracked Changes)

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B.3.4	Public Transportation.....	<u>23232423</u>
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SECTION 1.0 INTRODUCTION

The Wichita region's growing pattern of development and travel demand requires a continuous program of managing and improving the area's surface transportation system. The transportation system plays a central role in the lives of the citizens of the region as they go about their daily business and activities. If the metropolitan area is to enjoy an enhanced quality of life and maintain a competitive position both regionally and nationally, a transportation improvement program is necessary to assure that the transportation system is positioned to make a positive contribution.

The *Transportation Improvement Program (TIP)* presents a program of improvements to the surface transportation system within the Wichita planning area to be implemented for the short-range with federal matching funds. The projects, through a combination of federal, state, and/or local funding sources cover a wide range of transportation modes. This includes streets and highways, public transportation, and bicycle and pedestrian facilities. Planned improvements include new construction; expansion of existing services, and facilities; Intelligent Transportation Systems (ITS); reconstruction of existing facilities; and efficiency improvements to increase the effectiveness of existing transportation investments. The MPO, in cooperation with the KDOT and Wichita Transit has the lead responsibility for carrying out the development of the TIP.

The TIP serves as a short-range implementation program, identifying projects selected by the MPO to be initiated during the upcoming four-year period. Additionally, the TIP is used as a program management tool to gauge progress of the transportation plan for the region. Specifically, improvements contained within the TIP must be consistent with approved transportation plans, primarily the *Long-Range Transportation Plan (LRTP)* and should reflect progress toward the overall transportation goals of the region.

The TIP is also a financially constrained program of projects for which funding is expected to be available over the four (4) -year period. The WAMPO TIP includes an out-year to aid in programming and planning. As a result, the TIP reflects the transportation improvements priorities of the region, given the resources available. Projects in the planning area using federal funds and non-federal projects and of regional significance must be listed in the TIP. Regionally significant projects are those that have a major impact on the region without using federal funding. They serve regional transportation needs (such as access to and from the area outside of the region, major regional activity centers, major planned developments, or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including, as a minimum, all principal arterial highways and all fixed guide way transit facilities that offer a significant alternative to regional highway travel. The WAMPO is specifically responsible for programming funding for the Surface Transportation Program (STP), Bridge (BR), and Congestion Mitigation Air Quality Improvements (CMAQ) categories. WAMPO, in cooperation with KDOT, program funds for National Highway System (NHS), Interstate Maintenance (IM), and Bridge (BR) projects.

A financial summary in the document lists the total funds expected and programmed from all sources (federal, state, and local). Federal legislation dictates the minimum requirements when developing a TIP (e.g. number of years, update schedule, etc).

1.1 Process Overview

There are a number of processes involved in the development and maintenance of the TIP. These include development of a new TIP, the Amendment and Administrative Revision processes. Procedures that contribute to these main processes include, but are not limited to, Call for Projects, application of Project Selection Criteria, and Project Status Monitoring. This Policy outlines the

guidelines to be used in the development and maintenance of the TIP along with the activities involved in these processes.

SECTION 2.0 GUIDELINES

The following Policies outline requirements of the TIP. Specific policies will be applied as appropriate when creating a New TIP, amending, or applying an administrative revision to an existing TIP.

2.1 Sponsor

The WAMPO requires the project be sponsored by a governmental jurisdiction, to assure that the matching funds will be available as outlined on the project application. ~~Associations and Private Applicants can, through mutual agreement with local jurisdictions, apply for project funds. These non-government applicants must have the sanctioning of a jurisdiction through official action to assure local funding will be available.~~

2.2 Federal Share

Once selected for the TIP, project sponsors are, at a maximum, allowed to request 80%-percent federal funding for construction and construction engineering costs. Using the 80%-percent federal share requires a minimum match of 20%-percent by the sponsoring agency/jurisdiction. Increases in the dollar amount will be recorded through the amendment process.

2.3 Fiscal Constraint

Federal regulation requires the TIP be fiscally constrained. In other words, there should not be more projects programmed than can realistically be funded. At times there may be more projects programmed to allow for the potential of a project running into a snag, preventing it from being started on time, but this programmed amount should not exceed the federally authorized amount (approximately 20%-percent over obligation amount). It is also understood that with the limitation on funds, when there is programming above the obligation amount, it is possible not all programmed projects will be started in the year listed and may need to be moved to a later year to accommodate fiscal constraint requirements.

In order to best program for project development a reverse sliding scale is applied to the TIP. Table 1 outlines how programming percents will be applied by program year. When there is more than one out-year, there will be no programming above the obligation amount in the out-years.

Table 1 Reverse Sliding Scale

Program Year	Percent above obligation amount
First	20
Second	15
Third	10
Fourth	5
Out-year(+)	0

Awarded funds may be distributed over more than one year. In that case, the requesting agency/jurisdiction must receive approval from Federal, State, and MPO agency representatives. The agency/jurisdiction will carry the requested funding for the out-years. Reimbursement will occur if, and when, federal funds become available in future years.

2.4 Overrun Costs

In order to assure the project is completed, overrun funding is available above the initial award amount, not to exceed the 80%-percent share of federal funds through out the life of the project and/or at completion of the project. The intent of tracking the changes in funding during the course of the year is to assure project schedule flexibility.

Overrun costs are deducted from available federal funds. If an overrun is requested and all current year federal funds have been obligated, the overrun amount will be deducted from the next years funding prior to any funds being released for obligation. This may result in a reshuffling of program projects to assure fiscal constraint is maintained. Projects will be shifted into later years until fiscal constraint is reached.

2.5 Project Additions / Changes

A project can be added into the TIP, through a Call for Projects when unanticipated funding becomes available or when doing a New TIP, if approved by the Technical Advisory Committee (TAC). The addition of projects will require the Amendment process. All Amendments require final approval by the Policy Body.

There are two ways existing project information can be changed on an existing TIP project. This includes changes to the year of an existing project or to the federal share amount.

- a. An administrative revision can be done by WAMPO staff if the requested change is less than \$200,000 or 10%-percent (whichever is less) of the federal funding amount awarded to a project at the time of the request. This change will be reflected in the next amendment.
- b. An amendment can be made to the awarded project upon request by the sponsoring agency to shift years or change the federal portion maintaining the maximum 80/20 split if the administrative revision guidelines do not apply.

2.6 Call for Projects

The staff of the WAMPO, after approval from the TAC, starts the process of a Call for Projects by posting announcements on the web, in newspaper box ads, and newsletters. An application is available to project sponsors for completion and submission to the WAMPO. The application provides information to staff that will aid in use of the Project Selection Criteria. The Call for Projects is used during the development of a new TIP and can also be used as situations arise requiring programming of unanticipated available funding.

2.7 Project Selection

Project selection is a process by which transportation improvement projects are chosen to be in the TIP. Project selection involves several steps that begin with the Selection Criteria and ends with the final approval by the ~~WAMPO Policy Body~~ Policy Body. Section 6 of this document details the project selection process.

2.8 Project Monitoring

In order to maintain an updated TIP while adhering to legislative requirements for a fiscally constrained TIP and to present project status on an annual basis, a quarterly project update is required. Staff will provide an annual project status update for publication on the web and will be distributed to TAC and Policy Body members.

Sponsoring agencies are required to provide project updates quarterly at the Technical Advisory Committee (TAC) meetings. Requested information includes letting status and/or if the project progress will require movement to later year or funding changes. By using a monitoring system projects are also followed for reasonable progress toward letting.

2.9 Public Involvement

The TIP public involvement activities are outlined in detail in the MPO public participation program ~~policy~~ ^{policy}. All changes to the TIP must follow the process as outlined, are advertised, and made available for public review and comment.

2.10 Obligation of Funds

Federal funds awarded in each federal fiscal year must be obligated by September 30th of that year. An obligation is the Federal government's promise to pay the State for the Federal share of a project's eligible cost. This commitment occurs when KDOT submits a Project Agreement to FHWA for their approval.

Before KDOT can submit a Project Agreement to FHWA for their approval, the following criteria must have been met by the sponsoring agency in coordination with the MPO and KDOT:

- a. The project must be on the MPO's existing, approved Transportation Improvement Program (TIP);
- b. If KDOT is authorizing any work phase other than preliminary engineering; all environmental clearances must be done and the sponsoring agency's City/State agreement shall have been executed;
- c. In the case of Construction Engineering (CE)/Construction authorization, KDOT must also have a ROW Clearance and a Utilities Certificate in place with the KDOT.

Obligated funds are considered used even if no expenses have incurred. Once a project has been obligated it can be "Let" at any point. The term "Let" is a shortened term for "Bid Letting" which means the project has been opened up to contractors for bidding. The date on which a project is "Let" is referred to as the "Let Date".

Section 3.0 NEW TIP

The ~~Wichita Area Metropolitan Planning Organization (WAMPO) Transportation Improvement Program~~ TIP is developed every other year through a cooperative process with Federal, State, Local, and Public Transportation provider representatives. According to the Federal legislation, a new TIP is a priority list of transportation projects that is to be carried out within the four (4) year period following its adoption. The following outlines the steps involved in the development of the New TIP.

3.1 Fiscal Constraint

Federal regulation requires that there should not be more projects programmed than can be realistically funded. The amount programmed in the TIP should not exceed the federally authorized amount (approximately 20 percent over obligation amount). It is also understood that with the limitation on funds, when there is programming above the obligation amount, it is possible not all programmed projects will be started in the year listed and may need to be moved to a later year to accommodate fiscal constraint requirements. ~~Federal regulation, however, allows for over programming in the amount of 20 percent over the obligation amount to allow for programs that may not start on time. If a TIP is programmed in excess of the 20 percent over programming limit, the TIP will not be approved by KDOT or USDOT.~~

3.2 Future Funding Estimates

When beginning a new tip, Each year, the Kansas Department of Transportation (KDOT) provides the WAMPO an estimate of anticipated money available for programming Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Bridge Replacement and Rehabilitation (BR) funds for the next five federal fiscal years.

The WAMPO will use the KDOT estimates for anticipated money for the STP, CMAQ, and BR programs as target obligation amounts to be programmed per the TIP Policy ~~programming amounts to demonstrate maintaining financial constraint of the TIP. Once projects are selected for the TIP, project sponsors are at a maximum allowed to request 80% federal funding for construction and construction engineering costs. Using the 80% federal share requires a minimum match of 20% by the sponsoring agency/jurisdiction. Increases in the dollar amount will be recorded through the amendment process.~~

3.3 Call for Projects

A Call for Projects is a request for applications for new projects to be funded using STP, CMAQ, and BR funds. Following the receipt of future funding estimates and TAC approval, WAMPO staff will inform ~~the Federal Highway Administration (FHWA), the Federal Transit Association (FTA),~~ KDOT, public transportation providers, and all communities in the region that ~~the~~ WAMPO is making a Call for Projects. The WAMPO staff will also announce a public meeting and provide the above entities with an application for projects at this time.

3.4 Public Meeting

A public meeting will be held to announce the beginning of the application period. WAMPO staff will explain the process of developing a new Transportation Improvement Program and answer questions at this time. The public will have the opportunity to voice opinions later during the comment and review period and at the public hearing held prior to action on in the TIP development process.

3.5 Submittal of Applications

Upon completion of applications, applicants must submit them to WAMPO staff for processing.

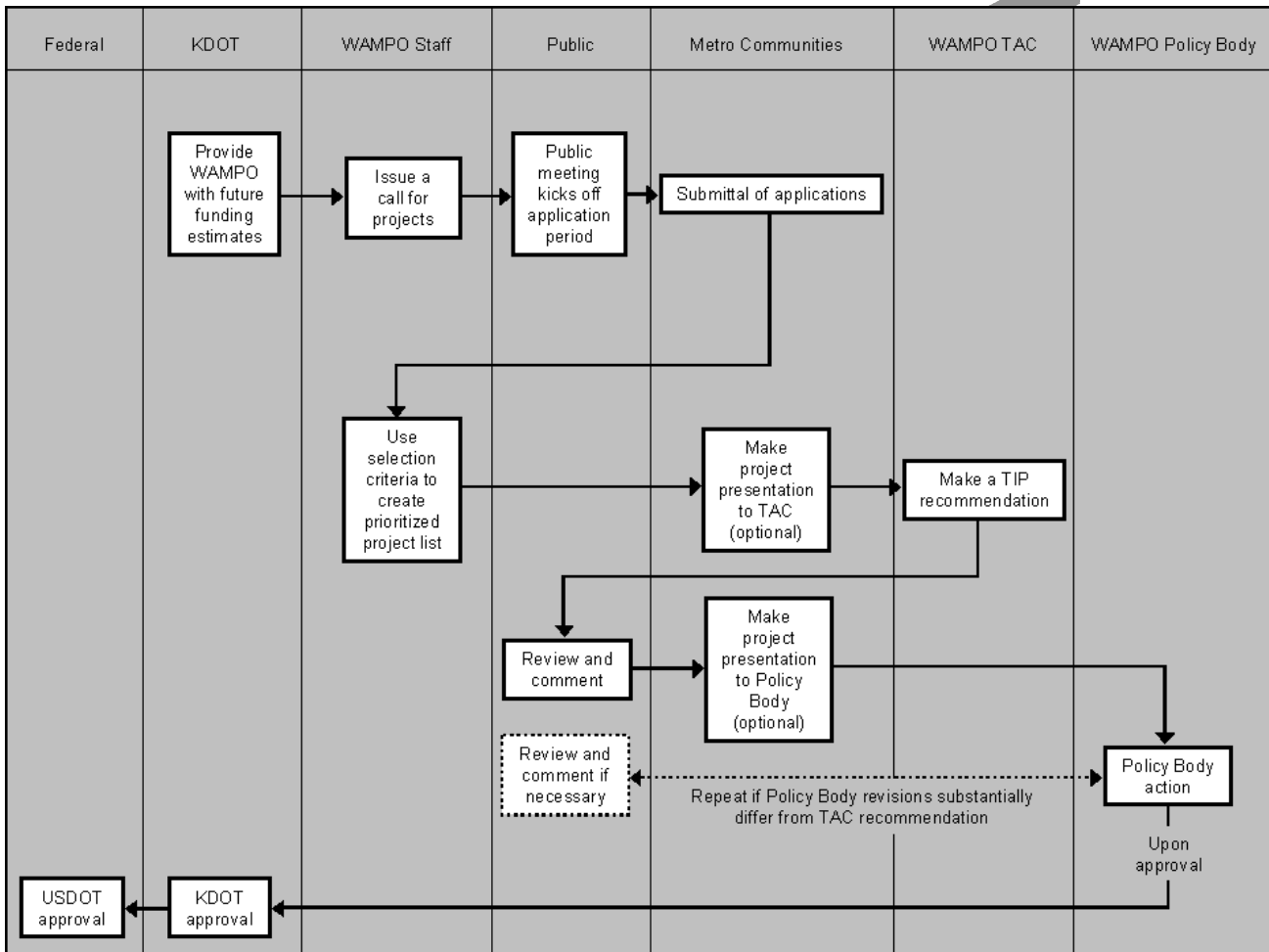
3.6 Project Selection

The applications will go through a series of steps ending with the final project selection by the ~~WAMPO Policy Body~~ Policy Body. For a detailed list of the project selection process, refer to Section 6.0 of this document.

3.7 Request for KDOT and USDOT Approval

If the Policy Body votes to approve a TIP, the recommended TIP will be sent to KDOT for approval. Upon KDOT approval, KDOT will forward the TIP to the US Department of Transportation for approval as an amendment to the State Transportation Improvement Program. If there are substantial changes recommended by the Policy Body the TIP may require additional public involvement.

3.8 Figure 1: New TIP Process Diagram



Section 4.0 AMENDMENT

~~Any community or agency in the Wichita Area Metropolitan Planning Organization (WAMPO) planning boundary planning area can make a request for an amendment to the current Transportation Improvement Program (TIP).~~ A TIP amendment is the process by which project sponsors make significant changes to their projects.

4.1 Conditions for Amendment

The TIP must be amended ~~rather than revised~~ when one of the following conditions exist:

- Projects do not have a “Complete Office Check” from the Kansas Department of Transportation (KDOT).
- The design concept or scope of the project has changed.
- Change in the federal fiscal year of the project letting obligation date.
- Change in the federal funding category of the project.
- Change in the federal fund amount maintaining a maximum split of 80/20%.
- A project is new to the federal funding or the TIP.
- A project needs to be deleted from the TIP.
- A project's funding increases by either \$200,000 or 10 percent of the total project cost.

4.2 Fiscal Constraint

Federal regulation requires that there should not be more projects programmed than can be realistically funded. The amount programmed in the TIP should not exceed the federally authorized amount (approximately 20 percent over obligation amount). It is also understood that with the limitation on funds, when there is programming above the obligation amount, it is possible not all programmed projects will be started in the year listed and may need to be moved to a later year to accommodate fiscal constraint requirements. Federal regulation, however, allows for ~~over~~ programming in the amount of 20 percent over the obligation amount to allow for programs that may not start on time. ~~An amended TIP must not exceed the 20 percent over programming limit or the amended TIP will not be approved by KDOT or USDOT.~~

4.3 Amendment Schedule

At a minimum, the TIP will be amended the last quarter of each fiscal year. It may also be amended ~~throughout the year~~ quarterly as necessary.

4.4 Application Process

4.4.1 Request for Amendment

The sponsoring agency must notify WAMPO staff ~~informing them~~ of the need to amend the TIP. If the applicant is requesting additional money, WAMPO staff will provide them with an application. If other changes are required, WAMPO staff will inform them of what information they need to provide.

4.4.2 TAC Review and Recommendation

Upon receipt of required materials, WAMPO staff will present the amendment request to the Technical Advisory Committee (TAC). The TAC will consider the amendment and make a recommendation to the ~~WAMPO Policy Body~~ Policy Body.

4.4.3 Public Comment/Review

The TAC recommendation is made available to the public for public review/comment as outlined in the WAMPO public participation program. The Policy Body also holds a public hearing on the TAC recommendation prior to ~~adoption action on~~ the amendment.

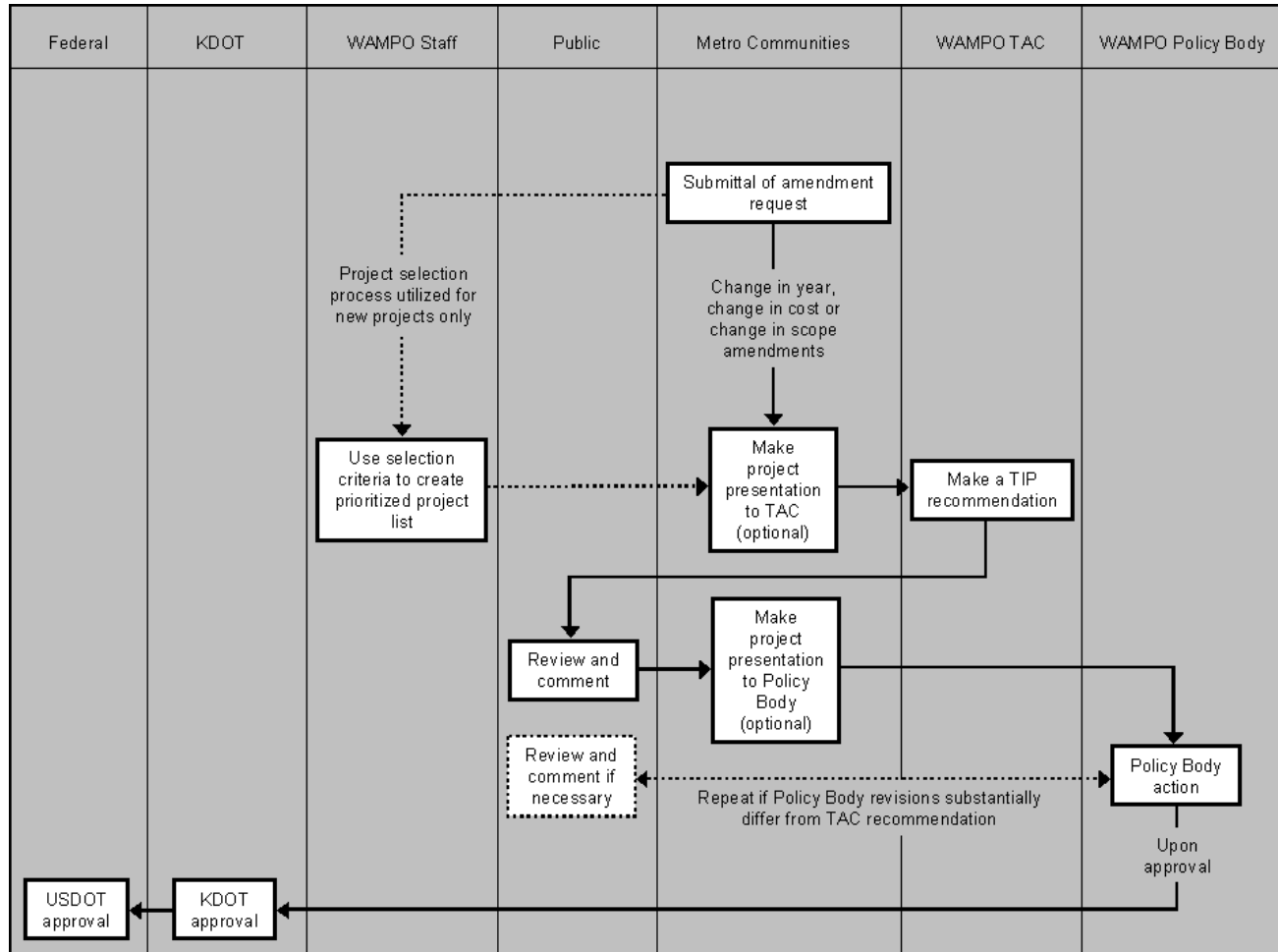
4.4.4 Policy Body Adoption

If the Policy Body agrees with the recommendation of the TAC, there will be no need for additional public involvement. If the Policy Body decision differs substantially from the recommendation of the TAC, the decision may require a second Public Comment/Review period and Public Hearing before adoption.

4.5 Request for KDOT and USDOT approval

A copy of the amended TIP will be sent to KDOT for approval. Upon KDOT approval, KDOT will forward the TIP to the US Department of Transportation for approval.

4.6 Figure 2: Amendment Process Diagram



Section 5.0 ADMINISTRATIVE REVISION

~~Any community or agency in the Wichita Area Metropolitan Planning Organization (WAMPO) planning boundary planning area can make a request for a revision to the current Transportation Improvement Program (TIP).~~ A TIP revision is the process by which project sponsors are allowed to make minor changes to their projects.

5.1 Purpose

Revision of the TIP is to aid the project sponsors, in letting the projects or to be eligible for additional funding without a long amendment process when requested changes comply with the requirements outlined in section 5.2. Maintaining a record of revisions through the Amendment process will provide updated financial information impacting the programming of projects.

5.2 Revision Eligibility

The staff may administratively revise a project in the TIP only if all of the following requirements are met:

- The project should have a “Complete Office Check” from the Kansas Department of Transportation.
- The design concept and scope of the project should not have changed.
- Requested changes are less than \$200,000 or 10% percent of the federal funding amount awarded to a project (whichever is lowest).

~~The TIP must be amended and cannot be revised by staff when the following conditions exist:~~

- ~~— Projects do not have a “Complete Office Check” from KDOT.~~
- ~~— The design concept or scope of the project has changed.~~
- ~~— The anticipated overrun in the federal share of the project cost exceeds either \$200,000 or 10% percent of the federal funds programmed for the project in the TIP.~~
- ~~— Change in the federal fiscal year of the project letting date in the TIP.~~
- ~~— Change in the federal funding category of the project in the TIP.~~
- A project is new to the federal funding of the TIP.

~~5.3 Fiscal Constraint~~

~~Federal regulation requires that there should not be more projects programmed than can be realistically funded. Federal regulation, however, allows for over programming in the amount of 20 percent over the obligation amount to allow for programs that may not start on time. WAMPO staff must respect the fiscal constraint guidelines when revising the TIP.~~

5.4 Revision Schedule

Revisions will be made to the TIP as needed. Revisions will be recorded through the Amendment process.

5.5 Revision Process

5.5.1 Request for Revision

~~Any sponsoring agency in the WAMPO planning boundary planning area~~ All project sponsors can make a request for revision to the current TIP. The applicant must notify WAMPO staff of the desired revision. WAMPO staff will then inform the applicant of all the information required of the applicant.

5.5.2 WAMPO Staff Review ~~and Decision~~

Upon receipt of required materials, WAMPO staff will review the request for revision to ensure the request qualifies for revision and does not require the amendment process. ~~The staff will then make a decision based upon the merits of the request.~~

5.5.3 Notify the TAC

WAMPO staff will notify the Technical Advisory Committee about all Revisions to the TIP document.

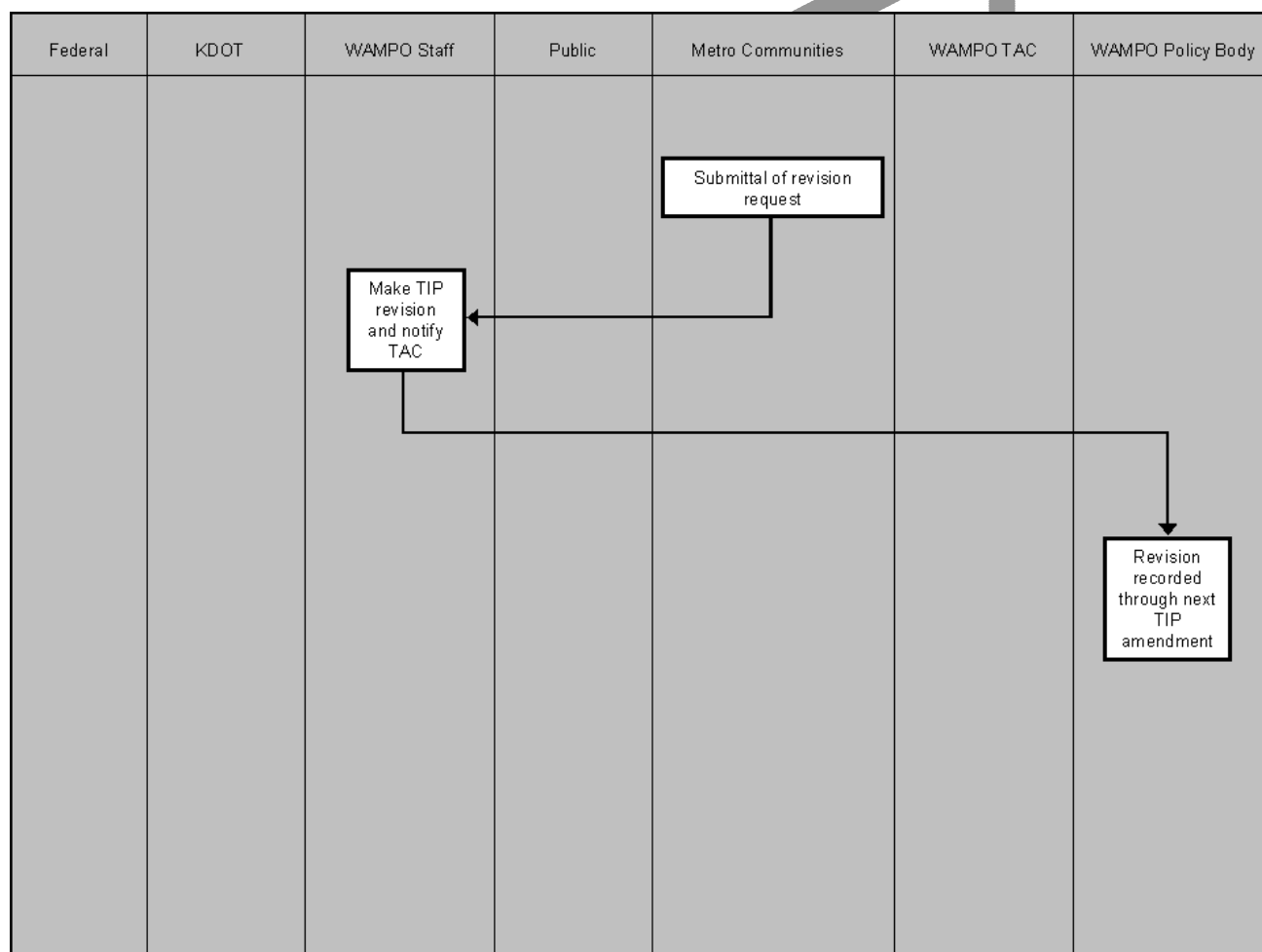
5.5.4 Record Changes in the TIP

All revisions ~~to the TIP~~ will be added to the TIP at the ~~time of the~~ next TIP amendment.

5.6 — Request for KDOT and USDOT approval

~~A copy of the revised TIP will be sent to KDOT for approval. Upon KDOT approval, KDOT will forward the TIP to the US Department of Transportation for approval.~~

5.7 Figure 3: Administrative Revision Process Diagram



Section 6.0 PROJECT SELECTION

Project selection is the process project sponsors go through in an attempt to secure Federal funds administered through the WAMPO. The applications will go through a series of steps prior to the final project selection by the ~~WAMPO Policy Body~~ Policy Body. The initial step is a call for projects which will be based on the Project Selection Criteria available in Appendix B.

6.1 Project Selection Criteria

WAMPO staff will rank projects based on the ~~WAMPO~~ Project Selection Criteria (PSC) appropriate to the project type. The ~~Project Selection Criteria~~ PSC is a set of equations and weighted numerical values that provides an objective, numerical analysis of a project to provide a priority ranking ~~necessity~~. Appendix B outlines the various ~~Criteria~~ PSC used in conjunction with project presentation in programming.

6.2 Provide the List of Projects to the TAC, Public, and Applicants

The prioritized list of projects will be presented to the ~~Technical Advisory Committee (TAC)~~ and made available to the public and applicants prior to the TAC meeting where the projects will be discussed.

6.3 Applicant Presentations to the TAC

Applicants have the option of making a presentation to the TAC in support of their projects. If applicants want to do this, they must contact the WAMPO staff prior to the TAC meeting.

6.4 TAC Recommendation

The ~~Technical Advisory Committee~~ TAC will review the prioritized list, hear presentations, and recommend a TIP list of programmed projects for the TIP to the ~~WAMPO Policy Body~~ Policy Body.

6.3 Public Review and Comment

The ~~TAC~~ TIP recommended ~~by the TAC~~ TIP will be presented to the public, ~~which will have the providing an~~ opportunity to review and offer opinions according to the WAMPO's ~~policy for~~ public participation program.

6.4 ~~WAMPO Policy Body~~ Policy Body Public Hearing

Public comments and the TIP recommended by the TAC will be presented to the Policy Body at this hearing. There will be an opportunity for the public and project sponsors ~~of projects~~ to voice opinions and make presentations to the Policy Body at this time. The Policy Body will review / make changes and take action on the TIP.

6.5 Public Review and Comment (Contingent on the Policy Body decision)

If the Policy Body's revisions of the TIP substantially change the TIP recommended by the TAC, a second public review/comment session will ~~have to take place~~ be required per the public involvement program and legislative guidelines.

Appendix A: Glossary

Authorization – Basic substantive legislation or that which empowers an agency to implement a particular program and also establishes an upper limit on the amount of funds that can be appropriated for that program

Bridge Replacement and Rehabilitation (BR) – Federal-aid funding program that funds the replacement and rehabilitation of bridges.

Call for Projects – A call for projects is the process by which the WAMPO staff informs the communities in the WAMPO. The TAC must approve all calls for projects.

Complete Office Check by KDOT – Complete Office Check is a phase in KDOT's project development schedule. A typical project would be seven and a half months from letting once it is in this phase. Projects in this phase have all details completed and have complete project plans as per KDOT design manual and standard specifications. A project in this phase would generally have a good construction cost estimate.

Congestion Mitigation and Air Quality (CMAQ) – A categorical funding program that directs funding to projects that contribute to meeting national air quality standards in non-attainment areas for ozone and carbon monoxide.

Fiscal Constraint – A requirement, originally of ISTEA and now emphasized in SAFETEA-LU, that all plans balance expenditures to reasonably expected sources of funding over the period of the TIP and Long-Range Transportation Plan.

Long Range Transportation Plan (LRTP) – Federally mandated twenty-year comprehensive transportation plan for an MPO region.

Metropolitan Planning Organization (MPO) – Regional planning entity responsible for transportation planning and approval of federal transportation funding for the region.

Obligation – The Federal government's legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project's eligible costs.

Policy Body (WAMPO) – The governing body of the WAMPO. The ~~WAMPO Policy Body~~Policy Body is an independent entity, which is the final decision maker of ~~all federally mandated dollars on~~all MPO programs and policies.

Project Selection Criteria – A criteria adopted by the ~~WAMPO Policy Body~~Policy Body that guides the quantitative considerations for ranking project priorities.

Project Sponsor – The government entity that proposes and supports individual transportation projects.

Public Participation – An integral part of a planning or major decision-making process. It provides opportunities for the public to be involved with the MPO in an exchange of data and ideas. Citizen participation offers an open two way process in which the rights of the community, to be informed to provide comments to the Government and to receive a response from the Government, for information sharing, are met through a full opportunity to be involved and to express needs and goals.

Surface Transportation Program (STP) – Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads; transit, sea and airport access; vanpool; bicycle; and pedestrian facilities.

Technical Advisory Committee (TAC) – A standing committee of most metropolitan planning organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers and other staff members.

Transportation Improvement Program (TIP) – Developed every two years, the TIP is a priority list of transportation projects developed by the WAMPO that is to be carried out within the four (4) year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted MPO long range transportation plans.

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Appendix B: Project Selection Criteria

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B.1: Surface Transportation Program

B.1.1 Major Construction - Criteria

**04 2006 Version A
Draft PROJECT SELECTION CRITERIA (PSC)**

STP

Category: Major Construction - Criteria:

Volume to Capacity Ratio (V/C) – Current

**Large City
w/<20 Access Points/Mile**

V/C Ratio =	Points
< 0.60	0
0.60 – 0.64	2
0.65 – 0.79	4
0.80 – 0.89	7
≥ .90	10

**Large City & Small City
w/>20 Access Points/Mile**

V/C Ratio =	Points
<0.50	0
0.50 – 0.64	2
0.64 – 0.74	4
0.75 – 0.79	7
0.80 – 0.90	10

Total Possible Points = 10

Volume to Capacity Ratio (V/C) – Future w/o Improvement

**Large
w/<20 Access Points/Mile**

V/C Ratio =	Points
< 0.60	0
0.60 – 0.64	2
0.65 – 0.79	4
0.80 – 0.89	7
≥ .90	10

**Large City & Small City
w/>20 Access Points/Mile**

V/C Ratio =	Points
<0.50	0
0.50 – 0.64	2
0.64 – 0.74	4
0.75 – 0.79	7
0.80 – 0.90	10

Total Possible Points = 10

Volume to Capacity Ratio (V/C) – Future w/ Improvement

**Large City
w/<20 Access Points/Mile**

V/C Ratio =	Points
< 0.50	-10
0.50 – 0.599	-3
0.60 – 0.669	-1
0.67 – 0.869	0
0.87 – 0.929	-1
0.93 – 0.999	-2
≥ 1.0	-3

**Large City & Small City
w/>20 Access Points/Mile**

V/C Ratio =	Points
<0.53	-10
0.53 – 0.599	-3
0.60 – 0.669	-1
0.67 – 0.799	0
0.80 – 0.869	-1
0.87 – 0.929	-2
≥ 0.93	-3

Total Possible Points = 0

Safety Equivalent Property Damage Only Accident Rate (EPDO)

$$\text{EPDO Rate} = \frac{1,000,000 \times (9(\# \text{Fatal} + \# \text{Injury}) + (\# \text{Property Damage Only}))}{(\text{Section}) (\# \text{Years})(365)(\text{ADT})(\text{Project Length})}$$

EPDO Rate	Points
<2	-5
2 – 4	-2
4 – 6	0
6 – 8	2
8 – 11	5
11 – 15	8
15 – 20	10
20 – 23	12
23 – 27	13
27 – 31	14
≥31	15

Total Possible Points = 15**Roadway Functional Classification**

Functional Classification	Points
Principle Arterial	10
Minor Arterial	5
Major Collector	0
Minor Collector	0

Total Possible Points = 10**Other Considerations**

0 = Low Impact

2 = High Impact

Project:	Points
Includes transit support facilities	0 – 2
Improves movement of goods	0 – 2
Improves access to airports	0 – 2
Improves street/railroad crossing	0 – 2
Is on the CMS Network	0 – 2
Continues an existing improvement	0 – 2
Regional importance	0 – 2
Connects metropolitan cities	0 – 2
Includes bicycle facilities ≥8' wide	0 – 2
Includes pedestrian facilities ≥5'	0 – 2

Total Possible Points = 15

Access Control Measures

Project:	Points
Reduces access by purchase of partial access control	1 - 5
Includes raised medians throughout project length	1 - 5
Eliminates access points (1pt @ 10% reduction)	1 - 5
Minimum 300' raised medians at intersections	1 - 4
Total Possible Points = 15	

Cost Effectiveness

(Estimated Project Cost (Construction & Construction Design) / (Future ADT x Project Length in Miles))

* Does not include ROW or Utility Relocation.

Cost/VMT	Points
< 50.0	15
50.0 – 99.9	14
100.0 – 149.9	12
150.0 – 199.9	10
200.0 – 249.9	8
250.0 – 299.9	6
300.0 – 349.9	4
350.0 – 399.9	2
≥ 400.0	0

Total Possible Points = 15

Pavement Condition

Based on MPO standards	Points
<70	10
70 – 75	8
76 – 80	6
81 – 85	4
86 – 90	2
90 – 100	0

Total Possible Points = 10

B.1.2 Preservation

Criteria will be entered upon approval by the ~~WAMPO Policy Body~~Policy Body.

B.1.3 Safety

Criteria will be entered upon approval by the ~~WAMPO Policy Body~~Policy Body.

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B.2 Bridge Rehabilitation and Replacement

Criteria will be entered upon approval by the ~~WAMPO Policy Body~~Policy Body. |

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B.3 Congestion Mitigation and Air Quality

B.3.1 Traffic Flow and Operations

Criteria will be entered upon approval by the ~~WAMPO Policy Body~~ Policy Body. |

B.3.2 ITS

Criteria will be entered upon approval by the ~~WAMPO Policy Body~~ Policy Body. |

B.3.3 Bicycle/Pedestrian

Criteria will be entered upon approval by the ~~WAMPO Policy Body~~ Policy Body. |

B.3.4 Public Transportation

Criteria will be entered upon approval by the ~~WAMPO Policy Body~~ Policy Body. |

B.3.5 Outreach and Others

Criteria will be entered upon approval by the ~~WAMPO Policy Body~~ Policy Body. |

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W A M P O

Wichita Area Metropolitan Planning Organization

Draft Transportation Improvement Program Policy

(Without Tracked Changes)

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SECTION 1.0 INTRODUCTION

The Wichita region's growing pattern of development and travel demand requires a continuous program of managing and improving the area's surface transportation system. The transportation system plays a central role in the lives of the citizens of the region as they go about their daily business and activities. If the metropolitan area is to enjoy an enhanced quality of life and maintain a competitive position both regionally and nationally, a transportation improvement program is necessary to assure that the transportation system is positioned to make a positive contribution.

The *Transportation Improvement Program (TIP)* presents a program of improvements to the surface transportation system within the Wichita planning area to be implemented for the short-range with federal matching funds. The projects, through a combination of federal, state, and/or local funding sources cover a wide range of transportation modes. This includes streets and highways, public transportation, and bicycle and pedestrian facilities. Planned improvements include new construction; expansion of existing services, and facilities; Intelligent Transportation Systems (ITS); reconstruction of existing facilities; and efficiency improvements to increase the effectiveness of existing transportation investments. The MPO, in cooperation with the KDOT and Wichita Transit has the lead responsibility for carrying out the development of the TIP.

The TIP serves as a short-range implementation program, identifying projects selected by the MPO to be initiated during the upcoming four-year period. Additionally, the TIP is used as a program management tool to gauge progress of the transportation plan for the region. Specifically, improvements contained within the TIP must be consistent with approved transportation plans, primarily the *Long-Range Transportation Plan (LRTP)* and should reflect progress toward the overall transportation goals of the region.

The TIP is also a financially constrained program of projects for which funding is expected to be available over the four (4) year period. The WAMPO TIP includes an out-year to aid in programming and planning. As a result, the TIP reflects the transportation improvements priorities of the region, given the resources available. Projects in the planning area using federal funds and non-federal projects of regional significance must be listed in the TIP. Regionally significant projects are those that have a major impact on the region without using federal funding. They serve regional transportation needs (such as access to and from the area outside of the region, major regional activity centers, major planned developments, or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including, as a minimum, all principal arterial highways and all fixed guide way transit facilities that offer a significant alternative to regional highway travel. The WAMPO is specifically responsible for programming funding for the Surface Transportation Program (STP) and Congestion Mitigation Air Quality Improvements (CMAQ) categories. WAMPO, in cooperation with KDOT, program funds for National Highway System (NHS), Interstate Maintenance (IM), and Bridge (BR) projects.

A financial summary in the document lists the total funds expected and programmed from all sources (federal, state, and local). Federal legislation dictates the minimum requirements when developing a TIP (e.g. number of years, update schedule, etc).

1.1 Process Overview

There are a number of processes involved in the development and maintenance of the TIP. These include development of a new TIP, the Amendment and Administrative Revision processes. Procedures that contribute to these main processes include, but are not limited to, Call for Projects, application of Project Selection Criteria, and Project Status Monitoring. This Policy outlines the

guidelines to be used in the development and maintenance of the TIP along with the activities involved in these processes.

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SECTION 2.0 GUIDELINES

The following Policies outline requirements of the TIP. Specific policies will be applied as appropriate when creating a New TIP, amending, or applying an administrative revision to an existing TIP.

2.1 Sponsor

The WAMPO requires the project be sponsored by a governmental jurisdiction, to assure that the matching funds will be available as outlined on the project application.

2.2 Federal Share

Once selected for the TIP, project sponsors are, at a maximum, allowed to request 80 percent federal funding for construction and construction engineering costs. Using the 80 percent federal share requires a minimum match of 20 percent by the sponsoring agency/jurisdiction. Increases in the dollar amount will be recorded through the amendment process.

2.3 Fiscal Constraint

Federal regulation requires the TIP be fiscally constrained. In other words, there should not be more projects programmed than can realistically be funded. At times there may be more projects programmed to allow for the potential of a project running into a snag, preventing it from being started on time, but this programmed amount should not exceed the federally authorized amount (approximately 20 percent over obligation amount). It is also understood that with the limitation on funds, when there is programming above the obligation amount, it is possible not all programmed

projects will be started in the year listed and may need to be moved to a later year to accommodate fiscal constraint requirements.

In order to best program for project development a reverse sliding scale is applied to the TIP. Table 1 outlines how programming percents will be applied by program year. When there is more than one out-year, there will be no programming above the obligation amount in the out-years.

Awarded funds may be distributed over more than one year. In that case, the requesting agency/jurisdiction must receive approval from Federal, State, and MPO agency representatives. The agency/jurisdiction will carry the requested funding for the out-years. Reimbursement will occur if, and when, federal funds become available in future years.

Table 1 Reverse Sliding Scale

Program Year	Percent above obligation amount
First	20
Second	15
Third	10
Fourth	5
Out-year(+)	0

2.4 Overrun Costs

In order to assure the project is completed, overrun funding is available above the initial award amount, not to exceed the 80 percent share of federal funds through out the life of the project and/or at completion of the project. The intent of tracking the changes in funding during the course of the year is to assure project schedule flexibility.

Overrun costs are deducted from available federal funds. If an overrun is requested and all current year federal funds have been obligated, the overrun amount will be deducted from the next years funding prior to any funds being released for obligation. This may result in a reshuffling of program projects to assure fiscal constraint is maintained. Projects will be shifted into later years until fiscal constraint is reached.

2.5 Project Additions / Changes

A project can be added into the TIP, through a Call for Projects when unanticipated funding becomes available or when doing a New TIP, if approved by the Technical Advisory Committee (TAC). The addition of projects will require the Amendment process. All Amendments require final approval by the Policy Body.

There are two ways existing project information can be changed on an existing TIP project. This includes changes to the year of an existing project or to the federal share amount.

- a. An administrative revision can be done by WAMPO staff if the requested change is less than \$200,000 or 10 percent (whichever is less) of the federal funding amount awarded to a project at the time of the request. This change will be reflected in the next amendment.
- b. An amendment can be made to the awarded project upon request by the sponsoring agency to shift years or change the federal portion maintaining the maximum 80/20 split if the administrative revision guidelines do not apply.

2.6 Call for Projects

The staff of the WAMPO, after approval from the TAC, starts the process of a Call for Projects by posting announcements on the web, in newspaper box ads, and newsletters. An application is available to project sponsors for completion and submission to the WAMPO. The application provides information to staff that will aid in use of the Project Selection Criteria. The Call for Projects is used during the development of a new TIP and can also be used as situations arise requiring programming of unanticipated available funding.

2.7 Project Selection

Project selection is a process by which transportation improvement projects are chosen to be in the TIP. Project selection involves several steps that begin with the Selection Criteria and ends with the final approval by the Policy Body. Section 6 of this document details the project selection process.

2.8 Project Monitoring

In order to maintain an updated TIP while adhering to legislative requirements for a fiscally constrained TIP and to present project status on an annual basis, a quarterly project update is required. Staff will provide an annual project status update for publication on the web and will be distributed to TAC and Policy Body members.

Sponsoring agencies are required to provide project updates quarterly at the Technical Advisory Committee (TAC) meetings. Requested information includes letting status and/or if the project progress will require movement to later year or funding changes. By using a monitoring system projects are also followed for reasonable progress toward letting.

2.9 Public Involvement

The TIP public involvement activities are outlined in detail in the MPO public participation program. All changes to the TIP must follow the process as outlined, are advertised, and made available for public review and comment.

2.10 Obligation of Funds

Federal funds awarded in each federal fiscal year must be obligated by September 30th of that year. An obligation is the Federal government's promise to pay the State for the Federal share of a project's eligible cost. This commitment occurs when KDOT submits a Project Agreement to FHWA for their approval.

Before KDOT can submit a Project Agreement to FHWA for their approval, the following criteria must have been met by the sponsoring agency in coordination with the MPO and KDOT:

- a. The project must be on the MPO's existing, approved Transportation Improvement Program (TIP);
- b. If KDOT is authorizing any work phase other than preliminary engineering; all environmental clearances must be done and the sponsoring agency's City/State agreement shall have been executed;
- c. In the case of Construction Engineering (CE)/Construction authorization, KDOT must also have a ROW Clearance and a Utilities Certificate in place with the KDOT.

Obligated funds are considered used even if no expenses have incurred. Once a project has been obligated it can be "Let" at any point. The term "Let" is a shortened term for "Bid Letting" which means the project has been opened up to contractors for bidding. The date on which a project is "Let" is referred to as the "Let Date".

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Section 3.0 NEW TIP

The WAMPO TIP is developed every other year through a cooperative process with Federal, State, Local, and Public Transportation provider representatives. According to the Federal legislation, a new TIP is a priority list of transportation projects that is to be carried out within the four (4) year period following its adoption. The following outlines the steps involved in the development of the New TIP.

3.1 *Fiscal Constraint*

Federal regulation requires that there should not be more projects programmed than can be realistically funded. The amount programmed in the TIP should not exceed the federally authorized amount (approximately 20percent over obligation amount). It is also understood that with the limitation on funds, when there is programming above the obligation amount, it is possible not all programmed projects will be started in the year listed and may need to be moved to a later year to accommodate fiscal constraint requirements.

3.2 *Future Funding Estimates*

When beginning a new tip, the Kansas Department of Transportation (KDOT) provides the WAMPO an estimate of anticipated money available for programming Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Bridge Replacement and Rehabilitation (BR) funds for the next five federal fiscal years.

The WAMPO will use the KDOT estimates as target obligation amounts to be programmed per the TIP Policy maintaining financial constraint.

3.3 *Call for Projects*

A Call for Projects is a request for applications for new projects to be funded using STP, CMAQ, and BR funds. Following the receipt of future funding estimates and TAC approval, WAMPO staff will inform KDOT, public transportation providers, and all communities in the region that WAMPO is making a Call for Projects. The WAMPO staff will also announce a public meeting and provide the above entities with an application for projects at this time.

3.4 *Public Meeting*

A public meeting will be held to announce the beginning of the application period. WAMPO staff will explain the process of developing a new Transportation Improvement Program and answer questions at this time. The public will have the opportunity to voice opinions during the comment and review period and at the public hearing held prior to action on the TIP.

3.5 *Submittal of Applications*

Upon completion of applications, applicants must submit them to WAMPO staff for processing.

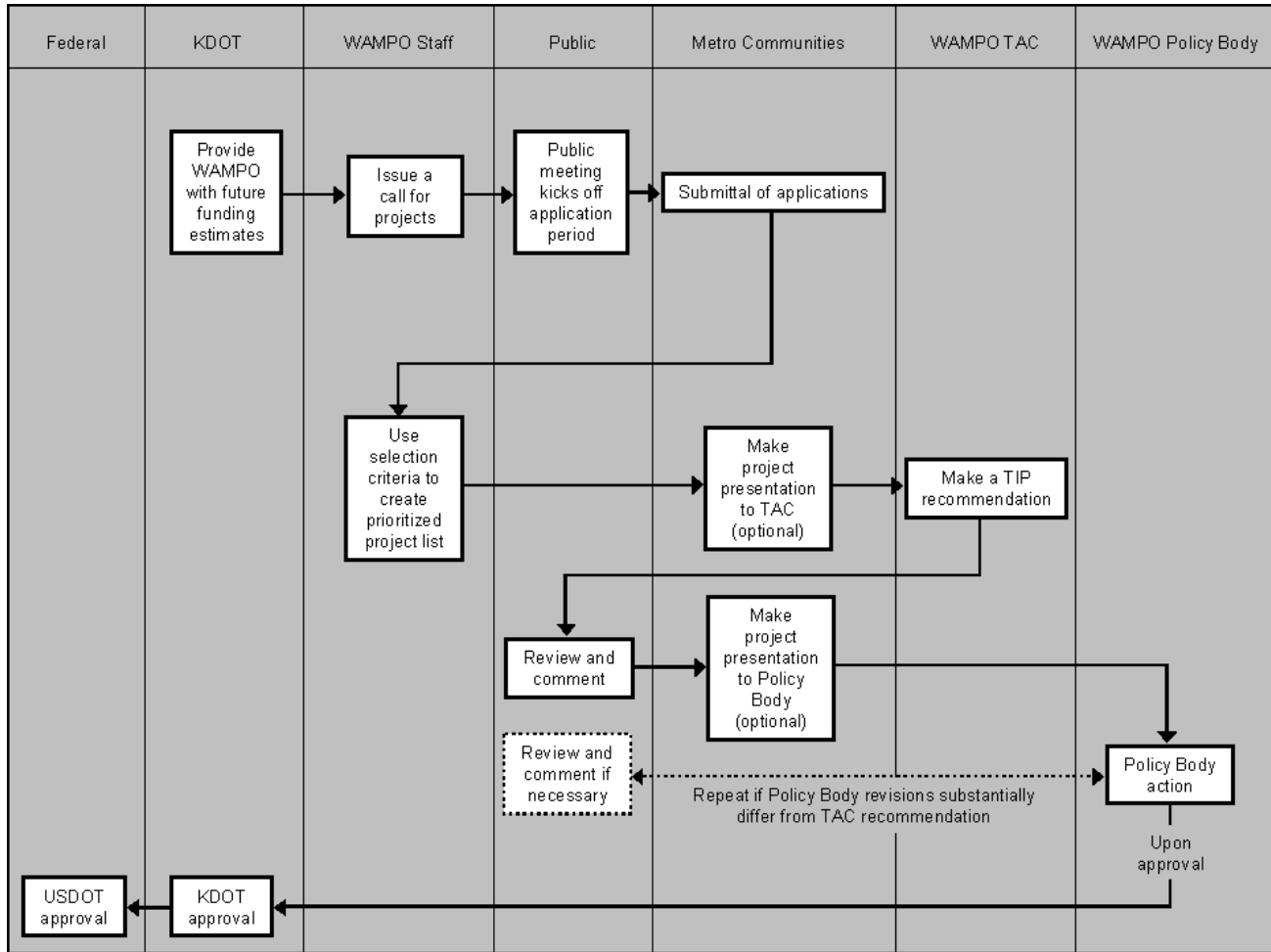
3.6 *Project Selection*

The applications will go through a series of steps ending with the final project selection by the Policy Body. For a detailed list of the project selection process, refer to Section 6.0 of this document.

3.7 *Request for KDOT and USDOT Approval*

If the Policy Body votes to approve a TIP, the recommended TIP will be sent to KDOT for approval. Upon KDOT approval, KDOT will forward the TIP to the US Department of Transportation for approval as an amendment to the State Transportation Improvement Program. If there are substantial changes recommended by the Policy Body the TIP may require additional public involvement.

3.8 Figure 1: New TIP Process Diagram



SECTION 4.0 AMENDMENT

A TIP amendment is the process by which project sponsors make significant changes to their projects.

4.1 Conditions for Amendment

The TIP must be amended when one of the following conditions exist:

- Projects do not have a “Complete Office Check” from the Kansas Department of Transportation (KDOT).
- The design concept or scope of the project has changed.
- Change in the federal fiscal year of the project obligation date.
- Change in the federal funding category of the project.
- Change in the federal fund amount maintaining a maximum split of 80/20%.
- A project is new to the federal funding or the TIP.
- A project needs to be deleted from the TIP.
- A project’s funding increases by either \$200,000 or 10 percent of the total project cost.

4.2 Fiscal Constraint

Federal regulation requires that there should not be more projects programmed than can be realistically funded. The amount programmed in the TIP should not exceed the federally authorized amount (approximately 20 percent over obligation amount). It is also understood that with the limitation on funds, when there is programming above the obligation amount, it is possible not all programmed projects will be started in the year listed and may need to be moved to a later year to accommodate fiscal constraint requirements.

4.3 Amendment Schedule

At a minimum, the TIP will be amended the last quarter of each fiscal year. It may also be amended quarterly as necessary.

4.4 Application Process

4.4.1 Request for Amendment

The sponsoring agency must notify WAMPO staff of the need to amend the TIP. If the applicant is requesting additional money, WAMPO staff will provide them with an application. If other changes are required, WAMPO staff will inform them of what information they need to provide.

4.4.2 TAC Review and Recommendation

Upon receipt of required materials, WAMPO staff will present the amendment request to the Technical Advisory Committee (TAC). The TAC will consider the amendment and make a recommendation to the Policy Body.

4.4.3 Public Comment/Review

The TAC recommendation is made available to the public for public review/comment as outlined in the WAMPO public participation program. The Policy Body also holds a public hearing on the TAC recommendation prior to action on the amendment.

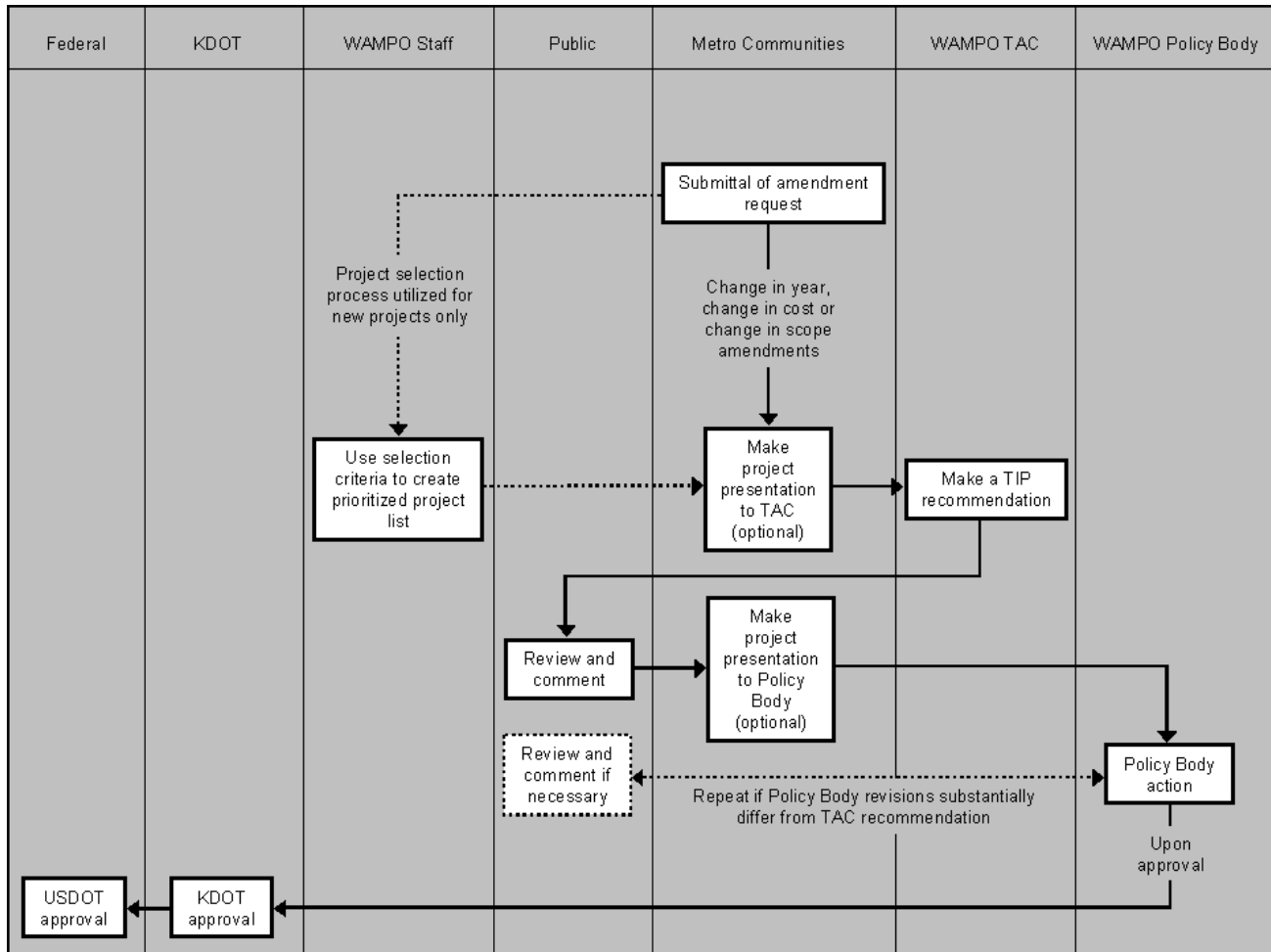
4.4.4 Policy Body Adoption

If the Policy Body agrees with the recommendation of the TAC, there will be no need for additional public involvement. If the Policy Body decision differs substantially from the recommendation of the TAC, the decision may require a second Public Comment/Review period and Public Hearing before adoption.

4.5 Request for KDOT and USDOT approval

A copy of the amended TIP will be sent to KDOT for approval. Upon KDOT approval, KDOT will forward the TIP to the US Department of Transportation for approval.

4.6 Figure 2: Amendment Process Diagram



SECTION 5.0 ADMINISTRATIVE REVISION

A TIP revision is the process by which project sponsors are allowed to make minor changes to their projects.

5.1 Purpose

Revision of the TIP is to aid the project sponsors, in letting the projects or to be eligible for additional funding without a long amendment process when requested changes comply with the requirements outlined in section 5.2. Maintaining a record of revisions through the Amendment process will provide updated financial information impacting the programming of projects.

5.2 Revision Eligibility

The staff may administratively revise a project in the TIP only if all of the following requirements are met:

- The project should have a “Complete Office Check” from the Kansas Department of Transportation.
- The design concept and scope of the project should not have changed.
- Requested changes are less than \$200,000 or 10 percent of the federal funding amount awarded to a project (whichever is lowest).

5.3 Revision Schedule

Revisions will be made to the TIP as needed. Revisions will be recorded through the Amendment process.

5.4 Revision Process**5.4.1 Request for Revision**

All project sponsors can make a request for revision to the current TIP. The applicant must notify WAMPO staff of the desired revision. WAMPO staff will then inform the applicant of all the information required of the applicant.

5.4.2 WAMPO Staff Review

Upon receipt of required materials, WAMPO staff will review the request for revision to ensure the request qualifies for revision and does not require the amendment process.

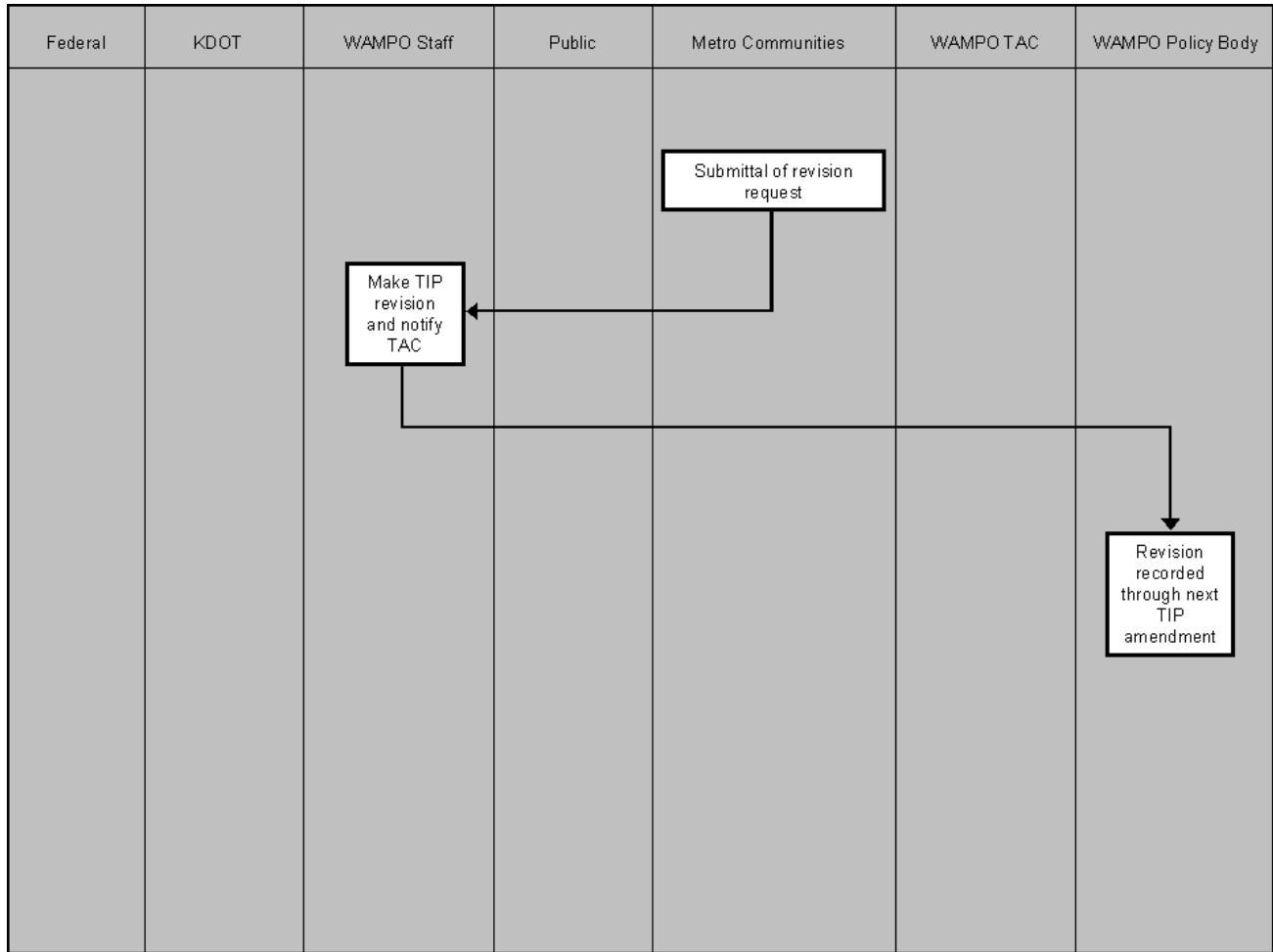
5.4.3 Notify the TAC

WAMPO staff will notify the Technical Advisory Committee about all Revisions to the TIP document.

5.4.4 Record Changes in the TIP

All revisions will be added to the TIP at the next TIP amendment.

5.5 Figure 3: Administrative Revision Process Diagram



SECTION 6.0 PROJECT SELECTION

Project selection is the process project sponsors go through in an attempt to secure Federal funds administered through the WAMPO. The applications will go through a series of steps prior to the final project selection by the Policy Body. The initial step is a call for projects which will be based on the Project Selection Criteria available in Appendix B.

6.1 Project Selection Criteria

WAMPO staff will rank projects based on the Project Selection Criteria (PSC) appropriate to the project type. The PSC is a set of equations and weighted numerical values that provides an objective, numerical analysis of a project to provide a priority ranking. Appendix B outlines the various PSC used in conjunction with project presentation in programming.

6.2 Provide the List of Projects to the TAC, Public, and Applicants

The prioritized list of projects will be presented to the TAC and made available to the public and applicants prior to the TAC meeting where the projects will be discussed.

6.3 Applicant Presentations to the TAC

Applicants have the option of making a presentation to the TAC in support of their projects. If applicants want to do this, they must contact the WAMPO staff prior to the TAC meeting.

6.4 TAC Recommendation

The TAC will review the prioritized list, hear presentations, and recommend a list of programmed projects for the TIP to the Policy Body.

6.3 Public Review and Comment

The TAC recommended TIP will be presented to the public, providing an opportunity to review and offer opinions according to the WAMPO's public participation program.

6.4 Policy Body Public Hearing

Public comments and the TIP recommended by the TAC will be presented to the Policy Body at this hearing. There will be an opportunity for the public and project sponsors to voice opinions and make presentations to the Policy Body at this time. The Policy Body will review/make changes and take action on the TIP.

6.5 Public Review and Comment (Contingent on the Policy Body decision)

If the Policy Body's revisions of the TIP substantially change the TIP recommended by the TAC, a second public review/comment session will be required per the public involvement program and legislative guidelines.

Appendix A: Glossary

Authorization – Basic substantive legislation or that which empowers an agency to implement a particular program and also establishes an upper limit on the amount of funds that can be appropriated for that program

Bridge Replacement and Rehabilitation (BR) – Federal-aid funding program that funds the replacement and rehabilitation of bridges.

Call for Projects – A call for projects is the process by which the WAMPO staff informs the communities in the WAMPO. The TAC must approve all calls for projects.

Complete Office Check by KDOT – Complete Office Check is a phase in KDOT's project development schedule. A typical project would be seven and a half months from letting once it is in this phase. Projects in this phase have all details completed and have complete project plans as per KDOT design manual and standard specifications. A project in this phase would generally have a good construction cost estimate.

Congestion Mitigation and Air Quality (CMAQ) – A categorical funding program that directs funding to projects that contribute to meeting national air quality standards in non-attainment areas for ozone and carbon monoxide.

Fiscal Constraint – A requirement, originally of ISTEA and now emphasized in SAFETEA-LU, that all plans balance expenditures to reasonably expected sources of funding over the period of the TIP and Long-Range Transportation Plan.

Long Range Transportation Plan (LRTP) – Federally mandated twenty-year comprehensive transportation plan for an MPO region.

Metropolitan Planning Organization (MPO) – Regional planning entity responsible for transportation planning and approval of federal transportation funding for the region.

Obligation – The Federal government's legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project's eligible costs.

Policy Body (WAMPO) – The governing body of the WAMPO. The Policy Body is an independent entity, which is the final decision maker on all MPO programs and policies.

Project Selection Criteria – A criteria adopted by the Policy Body that guides the quantitative considerations for ranking project priorities.

Project Sponsor – The government entity that proposes and supports individual transportation projects.

Public Participation – An integral part of a planning or major decision-making process. It provides opportunities for the public to be involved with the MPO in an exchange of data and ideas. Citizen participation offers an open two way process for information sharing.

Surface Transportation Program (STP) – Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads; transit, sea and airport access; vanpool; bicycle; and pedestrian facilities.

Technical Advisory Committee (TAC) – A standing committee of most metropolitan planning organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers and other staff members.

Transportation Improvement Program (TIP) – Developed every two years, the TIP is a priority list of transportation projects developed by the WAMPO that is to be carried out within the four (4) year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted MPO long range transportation plans.

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Appendix B: Project Selection Criteria

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B.1: Surface Transportation Program
B.1.1 Major Construction - Criteria

04 2006 Version A
Draft PROJECT SELECTION CRITERIA (PSC)

STP

Category: Major Construction - Criteria:

Volume to Capacity Ratio (V/C) – Current

Large City
w/<20 Access Points/Mile

V/C Ratio =	Points
< 0.60	0
0.60 – 0.64	2
0.65 – 0.79	4
0.80 – 0.89	7
≥ .90	10

Large City & Small City
w/>20 Access Points/Mile

V/C Ratio =	Points
<0.50	0
0.50 – 0.64	2
0.64 – 0.74	4
0.75 – 0.79	7
0.80 – 0.90	10

Total Possible Points = 10

Volume to Capacity Ratio (V/C) – Future w/o Improvement

Large
w/<20 Access Points/Mile

V/C Ratio =	Points
< 0.60	0
0.60 – 0.64	2
0.65 – 0.79	4
0.80 – 0.89	7
≥ .90	10

Large City & Small City
w/>20 Access Points/Mile

V/C Ratio =	Points
<0.50	0
0.50 – 0.64	2
0.64 – 0.74	4
0.75 – 0.79	7
0.80 – 0.90	10

Total Possible Points = 10

Volume to Capacity Ratio (V/C) – Future w/ Improvement

Large City
w/<20 Access Points/Mile

V/C Ratio =	Points
< 0.50	-10
0.50 – 0.599	-3
0.60 – 0.669	-1
0.67 – 0.869	0
0.87 – 0.929	-1
0.93 – 0.999	-2
≥ 1.0	-3

Large City & Small City
w/>20 Access Points/Mile

V/C Ratio =	Points
<0.53	-10
0.53 – 0.599	-3
0.60 – 0.669	-1
0.67 – 0.799	0
0.80 – 0.869	-1
0.87 – 0.929	-2
≥ 0.93	-3

Total Possible Points = 0

Safety Equivalent Property Damage Only Accident Rate (EPDO)

$$\text{EPDO Rate} = \frac{1,000,000 \times (9(\# \text{Fatal} + \# \text{Injury}) + (\# \text{Property Damage Only}))}{(\text{Section}) (\# \text{Years})(365)(\text{ADT})(\text{Project Length})}$$

EPDO Rate	Points
<2	-5
2 – 4	-2
4 – 6	0
6 – 8	2
8 – 11	5
11 – 15	8
15 – 20	10
20 – 23	12
23 – 27	13
27 – 31	14
≥31	15

Total Possible Points = 15

Roadway Functional Classification

Functional Classification	Points
Principle Arterial	10
Minor Arterial	5
Major Collector	0
Minor Collector	0

Total Possible Points = 10

Other Considerations

0 = Low Impact 2 = High Impact

Project:	Points
Includes transit support facilities	0 – 2
Improves movement of goods	0 – 2
Improves access to airports	0 – 2
Improves street/railroad crossing	0 – 2
Is on the CMS Network	0 – 2
Continues an existing improvement	0 – 2
Regional importance	0 – 2
Connects metropolitan cities	0 – 2
Includes bicycle facilities ≥8' wide	0 – 2
Includes pedestrian facilities ≥5'	0 – 2

Total Possible Points = 15

Access Control Measures

Project:	Points
Reduces access by purchase of partial access control	1 - 5
Includes raised medians throughout project length	1 - 5
Eliminates access points (1pt @ 10% reduction)	1 - 5
Minimum 300' raised medians at intersections	1 - 4
Total Possible Points = 15	

Cost Effectiveness

(Estimated Project Cost (Construction & Construction Design) / (Future ADT x Project Length in Miles)

* Does not include ROW or Utility Relocation.

Cost/VMT	Points
< 50.0	15
50.0 – 99.9	14
100.0 – 149.9	12
150.0 – 199.9	10
200.0 – 249.9	8
250.0 – 299.9	6
300.0 – 349.9	4
350.0 – 399.9	2
≥ 400.0	0

Total Possible Points = 15

Pavement Condition

Based on MPO standards	Points
<70	10
70 – 75	8
76 – 80	6
81 – 85	4
86 – 90	2
90 – 100	0

Total Possible Points = 10

B.1.2 Preservation

Criteria will be entered upon approval by the Policy Body.

B.1.3 Safety

Criteria will be entered upon approval by the Policy Body.

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B.2 Bridge Rehabilitation and Replacement

Criteria will be entered upon approval by the Policy Body.

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B.3 Congestion Mitigation and Air Quality

B.3.1 Traffic Flow and Operations

Criteria will be entered upon approval by the Policy Body.

B.3.2 ITS

Criteria will be entered upon approval by the Policy Body.

B.3.3 Bicycle/Pedestrian

Criteria will be entered upon approval by the Policy Body.

B.3.4 Public Transportation

Criteria will be entered upon approval by the Policy Body.

B.3.5 Outreach and Others

Criteria will be entered upon approval by the Policy Body.

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WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

Date: July 24, 2006

TO: Technical Advisory Committee

FROM: Nancy Harvieux, AICP
Transportation Planning Manager

RE: FFY 2006 WAMPO Federal Metro Urban Funds (STP/CMAQ/BR) Projects Status.

In an effort to keep the TIP current and ensure that Metropolitan Planning Organization (MPO) does not loose federal funds, the WAMPO Staff is requiring all project sponsors with projects in FFY 2006 to provide an update on the status of their projects at the July 31, 2006 TAC meeting. Included with the list of projects for the FFY 2006 (Attachment 1) are the corresponding letting dates provided by the project sponsor during the June 26, 2006 TAC Meeting. The project sponsor will review the attachment and provide the following information as of July 31, 2006:

- The project was let on _____ (date MM/DD/YY);
- The project is on schedule and will be let on _____ (date MM/DD/YY); or
- The project has been delayed and is now scheduled to be let on _____ (date MM/DD/YY)

RECOMMENDED ACTION:

None.

Attachment(s):

1. *Federal Fiscal Year 2006 WAMPO Metro Urban Fund Project Status.*

Federal Fiscal Year 2006 WAMPO Metro Urban Fund Project Status

Jurisdiction	Project	Status		
		LET	Scheduled LET	Revised Scheduled LET
2006				
Andover	13th St. N.: 159th St. E. to 1/2 mile east		Sep-06	
Andover	13th St. N.: West of Andover Rd. to KTA Bridge	Jan-06		
Andover	Regional ITS System Implementation	Dropped by the City of Andover		
Colwich	1st St. Pedestrian/Bicycle Pathway			Sep-07
Colwich	167th St.W.: Wichita Ave. to 57th St. N.		Sep-06	
Haysville	Main Street: Grand Ave. to Cowskin Creek		Sep-06	
Park City	53rd St. N.: Bridge @ Chisholm Creek		Sep-06	
W. Transit	Q-Line Shuttle		on schedule	
W. Transit	Ride Share Program		on schedule	
W. Transit	WSU Basketball Shuttle & Air Show Shuttle		on schedule	
Wichita/SG	ITS AVL Project (\$993,500 Fed. Earmark)		on schedule	
Wichita	ITS Wichita Transit Project (\$1,744,000 Fed. Earmark)	Hold		
Wichita	ITS Signal System Project (\$1,000,000 Fed. Earmark)		Sep-06	
Wichita	Intersection: 13th St. N. & Broadway			Sep-07
Wichita	Intersection: 13th St. N. and Mosley			Sep-07
Wichita	Intersection: Maple & Ridge		Jul-06	
Wichita	Intersection: Pawnee & McLean		Aug-06	
Wichita	11th St. N.: Bridge @ Drainage Canal		Aug-06	
Wichita	15th St. N.: Bridge @ Drainage Canal			Sep-07
Wichita	Central:Oliver to Woodlawn & Bridge @ Brookside		Jul-06	
Wichita	Oliver: Bridge @ Gypsum Creek	Feb-05		
Wichita	Greenwich: 13th St. N to 26th St. N	Dec-05		
Wichita	21st St. N.: Oliver to Woodlawn	Jan-06		
Wichita	29th St N.: 119th St. W. to Maize	Hold/Tentative		
Wichita	29th St N.: Tyler to Ridge	Mar-06		
Wichita	37th St. N.: Tyler to Ridge & Bridge West of Ridge		Sep-06	
Wichita	Central: Woodlawn to Rock		Jul-06	
Wichita	Greenwich: K-96 to 29th St. N.		Sep-06	
Wichita	Hillside: Kellogg to Central		Aug-06	
Wichita	Pawnee: Palisade to Water		Aug-06	
Wichita	Pawnee: Washington to Hydraulic		Aug-06	
2007				
Wichita	Pawnee: Seneca to Meridian			Sep-06
Wichita	Pawnee: 119th St. W. to Maize Rd.			Sep-06

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

Date: July 24, 2006

TO: Technical Advisory Committee

FROM: Nancy Harvieux, AICP
Transportation Planning Manager

RE: Amendment to the 2006 Transportation Improvement Program.

The Transportation Improvement Program (TIP) requires fiscal constraint. Attachment #1 **Current 4-20-06 APPROVED 2006 Transportation Improvement Program**, shows the fiscally unconstrained TIP as it currently is approved. After advise from the Federal Highway Administration (FHWA) that the TIP would require fiscal constraint, it was agreed the TIP required review and revision to come into compliance. The first step in the process was to develop guidelines to apply to the current TIP. The Technical Advisory Committee (TAC) outlined guidelines that were presented to the WAMPO Policy Body to be developed into a TIP Policy. After receiving input from the Policy Body, a draft Policy has been drafted and applied to the current TIP. The TAC was asked to suggest final revisions on the draft TIP Policy to the MPO Staff by July 15, 2006. At the June 26, 2006 TAC meeting the TAC agreed to limit the second year of programming to 15% over the obligation amount, 5% below the previous recommendation.

The method used to apply the guidelines was based on requests from Staff to project sponsors to revise the project estimates and scheduled letting years along with fiscal constraint requirements and the likelihood of projects adhering to the commitment of the year to use the funding. After reviewing the information, there were instances where Staff needed to adjust letting years identified by the project sponsors to comply with the draft TIP Policy requirements. Another aspect of the adjustments involved substantial increases in project funding which impacted where projects would fall in the fiscal years to maintain the Policy Body supported guidelines. When there were minor or no changes to project status, and the projects were on schedule for completion. Staff tried to reduce the effect of these deviations on communities that had not requested any changes. Attachment #2 **#1A Proposed 5-30-06 TAC 2006 Transportation Improvement Program** shows Staff recommendations proposed by Staff based on requests received from the project sponsors, fiscal constraint requirements, the ability of projects to be completed on time, and financial adjustments to each project.

In further discussion at the June 26, 2006 TAC meeting the members were advised by the TAC Chairperson that they would have until July 19, 2006 to advise the MPO Staff of their requests and project changes. The July 31, 2006 meeting would be the final opportunity for the TAC to make recommendations to the Policy Body. If the members were unable to provide a workable, constrained TIP by that date, it would be the responsibility of MPO Staff working with the Policy Body to develop a final TIP that conforms to the guidelines and the required constraints.

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

Attachment #3 #1C Proposed 7-31-06 TAC 2006 Transportation Improvement Program

shows the results of the recommendations received by MPO Staff from the City of Wichita Public Works, with two changes requested by Haysville. The changes include:

- | | |
|---|--|
| • Main Ave: Grand Ave to Cowskin Creek | Increased F-STP by \$133,673 (<i>Haysville</i>) |
| • 71 st St. S.: US-81 to KTA | Reduced F-STP by \$60,264 (<i>Haysville</i>) |
| • 29 th St. N.: 119 th St. W. to Maize Rd. | Moved from FFY 06 to FFY 07 (<i>Wichita</i>) |
| • 37 th St. N.: Tyler to Ridge | Increase F-STP by \$501,635 (<i>Wichita</i>) |
| • Pawnee: Seneca to Meridian | Increase F-STP by further \$700,000 (<i>Wichita</i>) |
| • 15 th St. N.: Bridge @ Drainage Canal | Moved from FFY 07 to FFY 09 (<i>Wichita</i>) |
| • Harry: Turnpike to east of Rock | Moved from FFY 08 to FFY 07 (<i>Wichita</i>) |
| • 13 th St. N.: 119 th St. W. to 135 th St. W. | Moved from FFY 08 to FFY 09 (<i>Wichita</i>) |
| • Mac Arthur: Meridian to Seneca | Moved from FFY 09 to FFY 08 (<i>Wichita</i>) |

This final spreadsheet results in surplus funds in FFY2006, 2008, and 2009 and over programming of \$5,393,528 (48%) instead of the agreed amount of \$1,671,014 (15%) in FFY2007. In years 2010-2013 programming follows Policy recommendations or are under programmed slightly.

Attachment #4, Proposed August 17, 2006 Amendment to the 2006 Transportation

Improvement Program is a summary document of the requested changes to the TIP as shown on the last set of spreadsheets (Attachment #3). The non-shaded areas pertain to the STP, CMAQ, and Bridge funds programmed by the MPO Policy Body.

At this meeting, the TAC will need to review this information and make a recommendation on the proposed amendment to the Policy Body. The Public Comment/Review Period for this proposed Amendment is from August 2 – August 15, 2006. The Policy Body shall hold a Public Hearing and make a decision on the recommendation at their August 17, 2006 meeting. In order to assure no funds are lost this schedule must be met and the public comment period is required.

RECOMMENDED ACTION:

1. *Propose an amendment to the 2006 TIP to the WAMPO Policy Body for approval.*

Attachment(s):

1. *Current 4-20-06 APPROVED 2006 Transportation Improvement Program.*
2. *#1A Proposed 5-30-06 TAC 2006 Transportation Improvement Program.*
3. *#1C Proposed 7-31-06 TAC 2006 Transportation Improvement Program.*
4. *Proposed August 17, 2006 Amendment to the 2006 Transportation Improvement Program.*

Current 4-20-06 APPROVED
2006 Transportation Improvement Program

Jurisdiction	Project	STP	CMAQ	BRIDGE	Total
	Federal Fund Balance at the end of FY 2005	\$15,313,005	\$11,054,994	\$1,362,693	
FY : 2006	FY 2006 Federal Obligation Authority	\$6,969,252	\$2,527,439	\$1,064,129	
	Funds available for proگرامing in Fy 2006	\$22,282,257	\$13,582,433	\$2,426,822	\$38,291,512
Andover	13th St. N.: West of Andover Rd. to KTA Bridge	\$319,000			\$319,000
Andover	13th St. N.: 159th St. E. to 1/2 mile east	\$1,089,239			\$1,089,239
Colwich	167th St.W.: Wichita Ave. to 57th St. N.	\$627,440			\$627,440
Park City	53rd St. N.: Bridge @ Chisholm Creek			\$1,472,000	\$1,472,000
W. Transit	Ride Share Program		\$12,000		\$12,000
W. Transit	Q-Line Shuttle		\$80,000		\$80,000
W. Transit	WSU Basketball Shuttle & Air Show Shuttle		\$32,000		\$32,000
Wichita	Hillside: Kellogg to Central		\$3,190,000		\$3,190,000
Wichita	Intersection: 13th St. N. and Mosley		\$900,000		\$900,000
Wichita	Intersection: 13th St. N. & Broadway		\$975,000		\$975,000
Wichita	15th St. N.: Bridge @ Drainage Canal			\$500,480	\$500,480
Wichita	Greenwich: 13th St. N to 26th St. N	\$4,000,000			\$4,000,000
Wichita	21st St. N.: Oliver to Woodlawn	\$900,000			\$900,000
Haysville	Main Street: Grand Ave. to Cowskin Creek	\$118,126			\$118,126
Wichita	11th St. N.: Bridge @ Drainage Canal	\$552,000			\$552,000
Wichita	Pawnee: Palisade to Water	\$1,393,892			\$1,393,892
Wichita	29th St N.: 119th St. W. to Maize	\$3,150,000			\$3,150,000
Wichita	37th St. N.: Tyler to Ridge & Bridge West of Ridge	\$3,448,365			\$3,448,365
Wichita	29th St N.: Tyler to Ridge	\$2,363,000			\$2,363,000
Wichita	Greenwich: K-96 to 29th St. N.	\$1,200,000			\$1,200,000
Wichita	Central:Oliver to Woodlawn & Bridge @ Brookside	\$300,000	\$2,460,000		\$2,760,000
Wichita	Pawnee: Washington to Hydraulic		\$2,160,000		\$2,160,000
Wichita	Central: Woodlawn to Rock		\$2,866,964	\$261,036	\$3,128,000
Wichita	Oliver: Bridge @ Gypsum Creek			\$880,000	\$880,000
Wichita/SG	ITS AVL Project (\$993,500 Fed. Earmark)	\$8,000			\$8,000
Andover	Regional ITS System Implementation	\$407,875			\$407,875
Colwich	1st St. Pedestrian/Bicycle Pathway	\$93,667			\$93,667
Wichita	ITS Wichita Transit Project (\$1,744,000 Fed. Earmark)	\$770,000			\$770,000
Wichita	ITS Signal System Project (\$1,000,000 Fed. Earmark)	\$1,000,000			\$1,000,000
Wichita	Intersection: Pawnee & McLean		\$900,000		\$900,000
Wichita	Intersection: Maple & Ridge		\$930,000		\$930,000
	Subtotal	\$21,740,604	\$14,505,964	\$3,113,516	\$39,360,084
	Federal Fund Balance at the end of FY 2006	\$541,653	(\$923,531)	(\$686,694)	(\$1,068,572)

10% Over Programming

	Addition/increase in Metro Urban STP/CMAQ/BR funds
	Reduction in Metro Urban STP/CMAQ/BR funds

Current 4-20-06 APPROVED

2006 Transportation Improvement Program

Jurisdiction	Project	STP	CMAQ	BRIDGE	Total
FY : 2007	FY 2007 Federal Obligation Authority	\$6,703,199	\$2,647,760	\$1,789,131	\$11,140,090
Park City	Hydraulic: Bridge @ Chisholm Creek			\$380,951	\$380,951
W. Transit	Ride Share Program		\$12,000		\$12,000
W. Transit	Q-Line Shuttle		\$80,000		\$80,000
W. Transit	WSU Basketball Shuttle & Air Show Shuttle		\$32,000		\$32,000
Wichita	Harry: Turnpike to East of Rock	\$1,700,000			\$1,700,000
Wichita	13th St. N.: 119th St. W. to 135th St. W.	\$1,750,000			\$1,750,000
Wichita	Pawnee: Seneca to Meridian	\$1,600,000			\$1,600,000
Wichita	Pawnee: 119th St. to Maize	\$2,100,000			\$2,100,000
Wichita	MacArthur: Meridian to Seneca	\$2,400,000			\$2,400,000
Wichita	Central: 135th St. W. to 119th St. W. & Bridge Betw. 119th & 135th St.W.	\$2,950,000			\$2,950,000
Wichita	21st St. N.: Bridge @ Arkansas River			\$550,000	\$550,000
Wichita	21st St. N.: Bridge @ Little Arkansas River			\$550,000	\$550,000
Wichita	Hillside: Bridge @ Range Rd.			\$500,000	\$500,000
Wichita	Bridge Inspection			\$40,000	\$40,000
Wichita	25th St.N.: Bridge @ Little Arkansas River			\$425,000	\$425,000
Wichita	Intersection: 17th St N. & Hillside		\$1,400,000		\$1,400,000
Wichita	Lincoln: Bridge @ Arkansas River			\$325,000	\$325,000
Wichita	Oliver: Harry to Kellogg		\$2,000,000		\$2,000,000
Wichita	Intersection: Douglas and Oliver		\$600,000		\$600,000
Wichita	Intersection: Zoo/Westdale/I-235		\$115,000		\$115,000
	<i>Subtotal</i>	<i>\$12,500,000</i>	<i>\$4,239,000</i>	<i>\$2,770,951</i>	<i>\$19,509,951</i>
	Federal Fund Balance at the end of FY 2007	(\$5,796,801)	(\$1,591,240)	(\$981,820)	(\$8,369,861)
FY : 2008	FY 2008 Federal Obligation Authority	\$6,813,448	\$2,647,941	\$1,732,711	\$11,194,100
Andover	Andover Rd.: Cloud Ave. to Harry	\$2,854,760			\$2,854,760
Bel Aire	Woodlawn: 37th St. N. to 45th St. N.	\$2,710,000			\$2,710,000
Haysville	71st St. S.: US-81 to KTA Ramp	\$824,780			\$824,780
Wichita	Pawnee: I-135 to Hillside	\$1,100,000			\$1,100,000
Wichita	47th St. S.: Meridian to Seneca	\$2,000,000			\$2,000,000
Wichita	Grove: Bridge @ Frisco Ditch			\$525,000	\$525,000
Wichita	Seneca: I-235 to 31st S.		\$1,800,000		\$1,800,000
Wichita	Greenwich: Harry to Kellogg		\$2,600,000		\$2,600,000
Wichita	13th St. N.: Hillside to Oliver		\$1,700,000		\$1,700,000
SG/KTA	143rd St. E.: Bridge @ KTA			\$900,000	\$900,000
	<i>Subtotal</i>	<i>\$9,489,540</i>	<i>\$6,100,000</i>	<i>\$1,425,000</i>	<i>\$17,014,540</i>
	Federal Fund Balance at the end of FY 2008	(\$2,676,092)	(\$3,452,059)	\$307,711	(\$5,820,440)

75% Over Programming

52% Over Programming

Only SG and KTA project on request from Wichita

Current 4-20-06 APPROVED
2006 Transportation Improvement Program

OUT YEARS	Jurisdiction	Project	STP	CMAQ	BRIDGE	Total	
FY : 2009		FY 2009 Federal Obligation Authority	\$6,923,637	\$2,648,121	\$1,721,958	\$11,293,716	
	Wichita	135th St. W.: Maple to Central	\$1,600,000			\$1,600,000	
	Wichita	119th St. W.: Kellogg to Maple	\$1,600,000			\$1,600,000	
	Wichita	Greenwich: Central to 13th St. N.	\$2,000,000			\$2,000,000	
	Wichita	21st St. N.: K-96 to 127th St. E.	\$3,200,000			\$3,200,000	
	Wichita	Bridge Inspection			\$40,000	\$40,000	
	Wichita	13th St. N.: Oliver to Woodlawn		\$2,600,000		\$2,600,000	
		Subtotal	\$8,400,000	\$2,600,000	\$40,000	\$11,040,000	
		Federal Fund Balance at the end of FY 2009	(\$1,476,363)	\$48,121	\$1,681,958	\$253,716	2.25% Under Programming
FY : 2010		FY 2010 Federal Obligation Authority	\$6,866,635	\$2,623,877	\$1,605,977	\$11,096,489	
	Andover	159th St. E.: US-54 to 1/2 mile south	\$397,770			\$397,770	
	Andover	159th St. E.: North of KTA Bridge to 750' south of 21st St. N.	\$2,928,544			\$2,928,544	
	Maize	Maize Rd: 45th St. N. to K-96	\$2,840,000	\$1,300,000		\$4,140,000	
	Wichita	135th St. W.: Kellogg to Auburn Hill	\$1,000,000			\$1,000,000	
	Wichita	Harry: Greenwich to 143rd St. E.	\$2,200,000			\$2,200,000	
	Wichita	Pawnee: Webb to Greenwich	\$2,200,000			\$2,200,000	
	Wichita	135th St. W.: 13th St. N. to 21st St. N.	\$2,325,000			\$2,325,000	
	Wichita	21st St. N.: Broadway to I-135		\$1,100,000		\$1,100,000	
		Subtotal	\$13,891,314	\$2,400,000	\$0	\$16,291,314	
		Federal Fund Balance at the end of FY 2010	(\$7,024,679)	\$223,877	\$1,605,977	(\$5,194,825)	46% Over Programming

Only Federal STP/CMAQ/BR amount for the project is shown here.

#1A Proposed 5-30-06 TAC
2006 Transportation Improvement Program

Jurisdiction	Project	STP	CMAQ	BRIDGE	Proposed Total	Current Total	Comments
	Federal Fund Balance at the end of FY 2005	\$15,313,005	\$11,054,994	\$1,362,693			
FY : 2006	FY 2006 Federal Obligation Authority	\$6,969,252	\$2,527,439	\$1,064,129	\$10,560,820		
	Funds available for programing in Fy 2006	\$22,282,257	\$13,582,433	\$2,426,822	\$38,291,512		
Andover	13th St. N.: 159th St. E. to 1/2 mile east	\$1,089,239			\$1,089,239	\$1,089,239	
Andover	13th St. N.: West of Andover Rd. to KTA Bridge	\$319,000			\$319,000	\$319,000	
Andover	Regional ITS System Implementation	\$407,875			\$407,875	\$407,875	
Colwich	1st St. Pedestrian/Bicycle Pathway	\$93,667			\$93,667	\$93,667	
Colwich	167th St.W.: Wichita Ave. to 57th St. N.	\$627,440			\$627,440	\$627,440	
Haysville	Main Street: Grand Ave. to Cowskin Creek	\$118,126			\$118,126	\$118,126	
Park City	53rd St. N.: Bridge @ Chisholm Creek			\$1,472,000	\$1,472,000	\$1,472,000	
W. Transit	Q-Line Shuttle		\$80,000		\$80,000	\$80,000	
W. Transit	Ride Share Program		\$12,000		\$12,000	\$12,000	
W. Transit	WSU Basketball Shuttle & Air Show Shuttle		\$32,000		\$32,000	\$32,000	
Wichita/SG	ITS AVL Project (\$993,500 Fed. Earmark)	\$8,000			\$8,000	\$8,000	
Wichita	ITS Wichita Transit Project (\$1,744,000 Fed. Earmark)	\$770,000			\$770,000	\$770,000	
Wichita	ITS Signal System Project (\$1,000,000 Fed. Earmark)	\$1,000,000			\$1,000,000	\$1,000,000	
Wichita	Intersection: 13th St. N. & Broadway		\$975,000		\$975,000	\$975,000	
Wichita	Intersection: 13th St. N. and Mosley		\$900,000		\$900,000	\$900,000	
Wichita	Intersection: Maple & Ridge		\$930,000		\$930,000	\$930,000	
Wichita	Intersection: Pawnee & McLean		\$900,000		\$900,000	\$900,000	
Wichita	11th St. N.: Bridge @ Drainage Canal	\$882,000			\$882,000	\$552,000	Increased by \$330,000
Wichita	15th St. N.: Bridge @ Drainage Canal			\$170,480	\$170,480	\$500,480	Reduced by \$330,000
Wichita	Central:Oliver to Woodlawn & Bridge @ Brookside	\$300,000	\$2,460,000		\$2,760,000	\$2,760,000	
Wichita	Oliver: Bridge @ Gypsum Creek			\$880,000	\$880,000	\$880,000	
Wichita	Greenwich: 13th St. N to 26th St. N	\$4,000,000			\$4,000,000	\$4,000,000	
Wichita	21st St. N.: Oliver to Woodlawn	\$900,000			\$900,000	\$900,000	
Wichita	29th St N.: 119th St. W. to Maize	\$3,150,000			\$3,150,000	\$3,150,000	
Wichita	29th St N.: Tyler to Ridge	\$2,363,000			\$2,363,000	\$2,363,000	
Wichita	37th St. N.: Tyler to Ridge & Bridge West of Ridge	\$3,448,365			\$3,448,365	\$3,448,365	
Wichita	Central: Woodlawn to Rock	\$261,036	\$2,866,964		\$3,128,000	\$3,128,000	Moved BR to STP
Wichita	Greenwich: K-96 to 29th St. N.	\$1,200,000			\$1,200,000	\$1,200,000	
Wichita	Hillside: Kellogg to Central		\$3,190,000		\$3,190,000	\$3,190,000	
Wichita	Pawnee: Palisade to Water	\$1,393,892			\$1,393,892	\$1,393,892	
Wichita	Pawnee: Washington to Hydraulic		\$2,160,000		\$2,160,000	\$2,160,000	
	Subtotal	\$22,331,640	\$14,505,964	\$2,522,480	\$39,360,084		
	Federal Fund Balance at the end of FY 2006	(\$49,383)	(\$923,531)	(\$95,658)	(\$1,068,572)	10% Over programming	
					\$2,112,164	20% Allowed over programming	

Request from the Jurisdiction
Different than request from Jurisdiction

#1A Proposed 5-30-06 TAC
2006 Transportation Improvement Program

Jurisdiction	Project	STP	CMAQ	BRIDGE	Proposed Total	Current Total	Comments
FY : 2007	FY 2007 Federal Obligation Authority	\$6,703,199	\$2,647,760	\$1,789,131	\$11,140,090		
Park City	Hydraulic: Bridge @ Chisholm Creek			\$380,951	\$380,951	\$380,951	
W. Transit	Ride Share Program		\$12,000		\$12,000	\$12,000	
W. Transit	Q-Line Shuttle		\$80,000		\$80,000	\$80,000	
W. Transit	WSU Basketball Shuttle & Air Show Shuttle		\$32,000		\$32,000	\$32,000	
Wichita	Pawnee: Seneca to Meridian	\$2,900,000			\$2,900,000	\$1,600,000	Added \$1,300,000
Wichita	Pawnee: 119th St. to Maize	\$3,900,000			\$3,900,000	\$2,100,000	Added \$1,800,000
Wichita	21st St. N.: Bridge @ Little Arkansas River			\$650,000	\$650,000	\$550,000	Added \$100,000
Wichita	Hillside: Bridge @ Range Rd.			\$1,000,000	\$1,000,000	\$500,000	Added \$500,000
Wichita	Bridge Inspection			\$60,000	\$60,000	\$40,000	Added \$20,000
Wichita	Oliver: Harry to Kellogg		\$2,500,000		\$2,500,000	\$2,000,000	Added \$500,000
Wichita	Intersection: Douglas and Oliver		\$1,000,000		\$1,000,000	\$600,000	Added \$400,000
	Subtotal	\$6,800,000	\$3,624,000	\$2,090,951	\$12,514,951		
	Federal Fund Balance at the end of FY 2007	(\$96,801)	(\$976,240)	(\$301,820)	(\$1,374,861)	12% Over programming	
					\$2,228,018	20% Allowed over programming	

FY : 2008	FY 2008 Federal Obligation Authority	\$6,813,448	\$2,647,941	\$1,732,711	\$11,194,100		
Andover	Andover Rd.: Cloud Ave. to Harry	\$2,854,760			\$2,854,760	\$2,854,760	
Haysville	71st St. S.: US-81 to KTA Ramp	\$824,780			\$824,780	\$824,780	
SG/KTA	143rd St. E.: Bridge @ KTA			\$2,480,000	\$2,480,000	\$900,000	Added \$1,580,000
Wichita	Harry: Turnpike to East of Rock	\$1,800,000			\$1,800,000	\$1,700,000	Added \$100,000 & moved from FY 07
Wichita	13th St. N.: 119th St. W. to 135th St. W.	\$1,750,000			\$1,750,000	\$1,750,000	Moved from FY 07
Wichita	25th St.N.: Bridge @ Little Arkansas River			\$575,000	\$575,000	\$425,000	Added \$150,000 & moved from FY 07
Wichita	Intersection: 17th St N. & Hillside	\$440,000	\$1,400,000		\$1,840,000	\$1,400,000	Added \$440,000 & moved from FY 07
	Subtotal	\$7,669,540	\$1,400,000	\$3,055,000	\$12,124,540		
	Federal Fund Balance at the end of FY 2008	(\$856,092)	\$1,247,941	(\$1,322,289)	(\$930,440)	8% Over programming	
					\$1,119,410	10% over programming allowed	

Request from the Jurisdiction
Different than request from Jurisdiction

#1A Proposed 5-30-06 TAC
2006 Transportation Improvement Program

OUT YEARS
↓
Jurisdiction

	Project	STP	CMAQ	BRIDGE	Proposed Total	Current Total	Comments
FY : 2009	FY 2009 Federal Obligation Authority	\$6,923,637	\$2,648,121	\$1,721,958	\$11,293,716		
Bel Aire	Woodlawn: 37th St. N. to 45th St. N.	\$3,500,000			\$3,500,000	\$2,710,000	Added \$790,000 & Moved from FY 08
Wichita	21st St. N.: Bridge @ Arkansas River			\$1,400,000	\$1,400,000	\$550,000	Added \$850,000 & moved from FY 07
Wichita	Seneca: I-235 to 31st S.		\$1,800,000		\$1,800,000	\$1,800,000	Moved from FY 08
Wichita	MacArthur: Meridian to Seneca	\$2,600,000			\$2,600,000	\$2,400,000	Added \$200,000 & moved from FY 07
Wichita	Greenwich: Harry to Kellogg		\$2,193,402		\$2,193,402	\$2,600,000	Moved from FY 08
Wichita	Lincoln: Bridge @ Arkansas River			\$325,000	\$325,000	\$325,000	Split & Moved from FY 07
Wichita	Bridge Inspection			\$40,000	\$40,000	\$40,000	
	Subtotal	\$6,100,000	\$3,993,402	\$1,765,000	\$11,858,402		
	Federal Fund Balance at the end of FY 2009	\$823,637	(\$1,345,281)	(\$43,042)	(\$564,686)	5% Over programming	
					\$564,686	5% over programming allowed	

FY : 2010	FY 2010 Federal Obligation Authority	\$6,866,635	\$2,623,877	\$1,605,977	\$11,096,489		
Andover	159th St. E.: North of KTA Bridge to 750' south of 21st St. N.	\$2,928,544			\$2,928,544	\$2,928,544	
Andover	159th St. E.: US-54 to 1/2 mile south	\$397,770			\$397,770	\$397,770	
Wichita	Greenwich: Harry to Kellogg		\$406,598		\$406,598	\$2,600,000	Split & Moved from FY 08
Wichita	Pawnee: I-135 to Hillside	\$1,100,000			\$1,100,000	\$1,100,000	Moved from FY 08
Wichita	13th St. N.: Hillside to Oliver		\$1,700,000		\$1,700,000	\$1,700,000	Moved from FY 08
Wichita	135th St. W.: Maple to Central	\$1,600,000			\$1,600,000	\$1,600,000	Moved from FY 09
Wichita	Grove: Bridge @ Frisco Ditch			\$525,000	\$525,000	\$525,000	Moved from FY 08
Wichita	13th St. N.: Oliver to Woodlawn		\$2,438,577		\$2,438,577	\$2,600,000	Split & Moved from FY 09
	Subtotal	\$6,026,314	\$4,545,175	\$525,000	\$11,096,489		
	Federal Fund Balance at the end of FY 2010	\$840,321	(\$1,921,298)	\$1,080,977	\$0	0% Over programming	
					\$0	0% over programming allowed	

Request from the Jurisdiction
Different than request from Jurisdiction

#1A Proposed 5-30-06 TAC
2006 Transportation Improvement Program

Jurisdiction	Project	STP	CMAQ	BRIDGE	Proposed Total	Current Total	Comments
FY : 2011	FY 2011 Federal Obligation Authority	\$6,866,635	\$2,623,877	\$1,605,977	\$11,096,489		
Maize	Maize Rd: 45th St. N. to K-96	\$1,318,301	\$1,300,000		\$2,618,301	\$4,140,000	Split, Added \$1,096,602 & Moved from FY 10
Wichita	13th St. N.: Oliver to Woodlawn		\$161,423		\$161,423	\$2,600,000	Split & Moved from FY 09
Wichita	21st St. N.: Broadway to I-135		\$1,100,000		\$1,100,000	\$1,100,000	Moved from FY 10
Wichita	Central: 135th St. W. to 119th St. W. & Bridge Betw. 119th & 135th St.W.	\$5,600,000			\$5,600,000	\$2,950,000	Added \$2,650,000 & Moved from FY 07
Wichita	119th St. W.: Kellogg to Maple	\$1,600,000			\$1,600,000	\$1,600,000	Moved from FY 09
	Subtotal	\$8,518,301	\$2,561,423	\$0	\$11,079,724		
	Federal Fund Balance at the end of FY 2010	(\$1,651,666)	\$62,454	\$1,605,977	\$16,765	0% Over programming	
					\$0	0% over programming allowed	

FY : 2012	FY 2012 Federal Obligation Authority	\$6,866,635	\$2,623,877	\$1,605,977	\$11,096,489		
Maize	Maize Rd: 45th St. N. to K-96	\$1,318,301	\$1,300,000		\$2,618,301	\$4,140,000	Split, Added \$1,096,602 & Moved from FY 10
Wichita	47th St. S.: Meridian to Seneca	\$2,000,000			\$2,000,000	\$2,000,000	Moved from FY 08
Wichita	Intersection: Zoo/Westdale/I-235		\$115,000		\$115,000	\$115,000	Moved from FY 07
Wichita	Greenwich: Central to 13th St. N.	\$2,000,000			\$2,000,000	\$2,000,000	Moved from FY 09
Wichita	21st St. N.: K-96 to 127th St. E.	\$3,200,000			\$3,200,000	\$3,200,000	Moved from FY 09
Wichita	135th St. W.: Kellogg to Auburn Hill	\$1,000,000			\$1,000,000	\$1,000,000	Moved from FY 10
	Subtotal	\$9,518,301	\$1,415,000	\$0	\$10,933,301		
	Federal Fund Balance at the end of FY 2010	(\$2,651,666)	\$1,208,877	\$1,605,977	\$163,188	1% Under programming	
					\$0	0% over programming allowed	

FY : 2013	FY 2012 Federal Obligation Authority	\$6,866,635	\$2,623,877	\$1,605,977	\$11,096,489		
Wichita	Harry: Greenwich to 143rd St. E.	\$2,200,000			\$2,200,000	\$2,200,000	Moved from FY 10
Wichita	Pawnee: Webb to Greenwich	\$2,200,000			\$2,200,000	\$2,200,000	Moved from FY 10
Wichita	135th St. W.: 13th St. N. to 21st St. N.	\$2,325,000			\$2,325,000	\$2,325,000	Moved from FY 10
	Subtotal	\$6,725,000	\$0	\$0	\$6,725,000		
	Federal Fund Balance at the end of FY 2010	\$141,635	\$2,623,877	\$1,605,977	\$4,371,489	39% Under programming	
					\$0	0% over programming allowed	

Request from the Jurisdiction
Different than request from Jurisdiction
Only Federal STP/CMAQ/BR amount for the project is shown here.

#1C-1 Proposed 7-31-06 TAC (Revised 7-26-06)
2006 Transportation Improvement Program

Jurisdiction	Project	STP	CMAQ	BRIDGE	Proposed Total	Current Total	Comments
	Federal Fund Balance at the end of FY 2005	\$15,309,005	\$11,053,394	\$1,362,693			
FY : 2006	FY 2006 Federal Obligation Authority	\$6,818,227	\$2,501,230	\$1,124,527	\$10,443,984		
	Funds available for programing in Fy 2006	\$22,127,232	\$13,554,624	\$2,487,220	\$38,169,076		
Andover	13th St. N.: 159th St. E. to 1/2 mile east	\$1,089,239			\$1,089,239	\$1,089,239	
Andover	13th St. N.: West of Andover Rd. to KTA Bridge	\$319,000			\$319,000	\$319,000	
Colwich	167th St.W.: Wichita Ave. to 57th St. N.	\$627,440			\$627,440	\$627,440	
Haysville	Main Street: Grand Ave. to Cowskin Creek	\$251,799			\$251,799	\$118,126	Added \$133,673
Park City	53rd St. N.: Bridge @ Chisholm Creek			\$1,764,876	\$1,764,876	\$1,472,000	Added \$292,876
W. Transit	Q-Line Shuttle		\$80,000		\$80,000	\$80,000	
W. Transit	Ride Share Program		\$12,000		\$12,000	\$12,000	
W. Transit	WSU Basketball Shuttle & Air Show Shuttle		\$32,000		\$32,000	\$32,000	
Wichita	ITS Signal System Project (\$1,000,000 Fed. Earmark)	\$1,000,000			\$1,000,000	\$1,000,000	
Wichita	Intersection: Maple & Ridge		\$930,000		\$930,000	\$930,000	
Wichita	Intersection: Pawnee & McLean		\$900,000		\$900,000	\$900,000	
Wichita	11th St. N.: Bridge @ Drainage Canal	\$882,000			\$882,000	\$552,000	Added \$330,000
Wichita	Central:Oliver to Woodlawn & Bridge @ Brookside	\$300,000	\$2,460,000		\$2,760,000	\$2,760,000	
Wichita	Oliver: Bridge @ Gypsum Creek			\$880,000	\$880,000	\$880,000	
Wichita	Greenwich: 13th St. N to 26th St. N	\$4,000,000			\$4,000,000	\$4,000,000	
Wichita	21st St. N.: Oliver to Woodlawn	\$900,000			\$900,000	\$900,000	
Wichita	29th St N.: Tyler to Ridge	\$2,363,000			\$2,363,000	\$2,363,000	
Wichita	37th St. N.: Tyler to Ridge & Bridge West of Ridge	\$4,000,000			\$4,000,000	\$3,448,365	Added \$551,635
Wichita	Central: Woodlawn to Rock	\$261,036	\$2,866,964		\$3,128,000	\$3,128,000	Moved BR to STP
Wichita	Greenwich: K-96 to 29th St. N.	\$1,200,000			\$1,200,000	\$1,200,000	
Wichita	Hillside: Kellogg to Central		\$3,190,000		\$3,190,000	\$3,190,000	
Wichita	Pawnee: Palisade to Water	\$1,393,892			\$1,393,892	\$1,393,892	
Wichita	Pawnee: Washington to Hydraulic		\$2,160,000		\$2,160,000	\$2,160,000	
Wichita	Pawnee: Seneca to Meridian	\$3,600,000			\$3,600,000	\$1,600,000	Moved from FY 07 & Added \$2,000,000
	Subtotal	\$22,187,406	\$12,630,964	\$2,644,876	\$37,463,246		
	Federal Fund Balance at the end of FY 2006	(\$60,174)	\$923,660	(\$157,656)	\$705,830	7% under programmed	
					\$2,088,797	20% Allowed over programming	

Request from the Jurisdiction
Different than request from Jurisdiction

#1C-1 Proposed 7-31-06 TAC (Revised 7-26-06)
2006 Transportation Improvement Program

Jurisdiction	Project	STP	CMAQ	BRIDGE	Proposed Total	Current Total	Comments
FY : 2007	FY 2007 Federal Obligation Authority	\$6,703,199	\$2,647,760	\$1,789,131	\$11,140,090		
Colwich	1st St. Pedestrian/Bicycle Pathway	\$93,667			\$93,667	\$93,667	Moved from FY 06
Park City	Hydraulic: Bridge @ Chisholm Creek			\$380,951	\$380,951	\$380,951	
W. Transit	Ride Share Program		\$12,000		\$12,000	\$12,000	
W. Transit	Q-Line Shuttle		\$80,000		\$80,000	\$80,000	
W. Transit	WSU Basketball Shuttle & Air Show Shuttle		\$32,000		\$32,000	\$32,000	
Wichita	Harry: Turnpike to East of Rock	\$1,800,000			\$1,800,000	\$1,700,000	Added \$100,000
Wichita	29th St N.: 119th St. W. to Maize	\$3,150,000			\$3,150,000	\$3,150,000	Moved from FY 06
Wichita	Intersection: 13th St. N. & Broadway		\$975,000		\$975,000	\$975,000	Moved from FY 06
Wichita	Intersection: 13th St. N. and Mosley		\$900,000		\$900,000	\$900,000	Moved from FY 06
Wichita	Pawnee: 119th St. to Maize	\$3,900,000			\$3,900,000	\$2,100,000	Added \$1,800,000
Wichita	21st St. N.: Bridge @ Little Arkansas River			\$650,000	\$650,000	\$550,000	Added \$100,000
Wichita	Hillside: Bridge @ Range Rd.			\$1,000,000	\$1,000,000	\$500,000	Added \$500,000
Wichita	Bridge Inspection			\$60,000	\$60,000	\$40,000	Added \$20,000
Wichita	Oliver: Harry to Kellogg		\$2,500,000		\$2,500,000	\$2,000,000	Added \$500,000
Wichita	Intersection: Douglas and Oliver		\$1,000,000		\$1,000,000	\$600,000	Added \$400,000
	Subtotal	\$8,943,667	\$5,499,000	\$2,090,951	\$16,533,618		
	Federal Fund Balance at the end of FY 2007	(\$2,240,468)	(\$2,851,240)	(\$301,820)	(\$5,393,528)	48% over programmed	
					\$1,671,014	15% Allowed over programming	

FY : 2008	FY 2008 Federal Obligation Authority	\$6,813,448	\$2,647,941	\$1,732,711	\$11,194,100		
Andover	Andover Rd.: Cloud Ave. to Harry	\$2,854,760			\$2,854,760	\$2,854,760	
Haysville	71st St. S.: US-81 to KTA Ramp	\$764,516			\$764,516	\$824,780	Reduced by \$60,264
SG/KTA	143rd St. E.: Bridge @ KTA			\$2,480,000	\$2,480,000	\$900,000	Added \$1,580,000
Wichita	MacArthur: Meridian to Seneca	\$2,600,000			\$2,600,000	\$2,400,000	Added \$200,000 & moved from FY 07
Wichita	25th St.N.: Bridge @ Little Arkansas River			\$575,000	\$575,000	\$425,000	Added \$150,000 & moved from FY 07
Wichita	Intersection: 17th St N. & Hillside	\$440,000	\$1,400,000		\$1,840,000	\$1,400,000	Added \$440,000 & moved from FY 07
	Subtotal	\$6,659,276	\$1,400,000	\$3,055,000	\$11,114,276		
	Federal Fund Balance at the end of FY 2008	\$154,172	\$1,247,941	(\$1,322,289)	\$79,824	1 % under programmed	
					\$1,119,410	10% Allowed over programming	

Request from the Jurisdiction
Different than request from Jurisdiction

#1C-1 Proposed 7-31-06 TAC (Revised 7-26-06)
2006 Transportation Improvement Program

OUT YEARS
↓
Jurisdiction

Jurisdiction	Project	STP	CMAQ	BRIDGE	Proposed Total	Current Total	Comments
FY : 2009	FY 2009 Federal Obligation Authority	\$6,923,637	\$2,648,121	\$1,721,958	\$11,293,716		
Bel Aire	Woodlawn: 37th St. N. to 45th St. N.	\$3,500,000			\$3,500,000	\$2,710,000	Added \$790,000 & Moved from FY 08
Wichita	15th St. N.: Bridge @ Drainage Canal			\$170,480	\$170,480	\$500,480	Moved from FY 06 & Reduced by \$330,000
Wichita	13th St. N.: 119th St. W. to 135th St. W.	\$1,750,000			\$1,750,000	\$1,750,000	Moved from FY 07
Wichita	21st St. N.: Bridge @ Arkansas River			\$1,400,000	\$1,400,000	\$550,000	Added \$850,000 & moved from FY 07
Wichita	Seneca: I-235 to 31st S.		\$1,800,000		\$1,800,000	\$1,800,000	Moved from FY 08
Wichita	Greenwich: Harry to Kellogg		\$2,193,402		\$2,193,402	\$2,600,000	Split & Moved from FY 08
Wichita	Lincoln: Bridge @ Arkansas River			\$325,000	\$325,000	\$325,000	Moved from FY 07
Wichita	Bridge Inspection			\$40,000	\$40,000	\$40,000	
	Subtotal	\$5,250,000	\$3,993,402	\$1,935,480	\$11,178,882		
	Federal Fund Balance at the end of FY 2009	\$1,673,637	(\$1,345,281)	(\$213,522)	\$114,834		1% under programmed
					\$564,686		5% Allowed over programming

FY : 2010	FY 2010 Federal Obligation Authority	\$6,866,635	\$2,623,877	\$1,605,977	\$11,096,489		
Andover	159th St. E.: North of KTA Bridge to 750' south of 21st St. N.	\$2,928,544			\$2,928,544	\$2,928,544	
Andover	159th St. E.: US-54 to 1/2 mile south	\$397,770			\$397,770	\$397,770	
Wichita	Greenwich: Harry to Kellogg		\$406,598		\$406,598	\$2,600,000	Split & Moved from FY 08
Wichita	Pawnee: I-135 to Hillside	\$1,100,000			\$1,100,000	\$1,100,000	Moved from FY 08
Wichita	13th St. N.: Hillside to Oliver		\$1,700,000		\$1,700,000	\$1,700,000	Moved from FY 08
Wichita	135th St. W.: Maple to Central	\$1,600,000			\$1,600,000	\$1,600,000	Moved from FY 09
Wichita	Grove: Bridge @ Frisco Ditch			\$525,000	\$525,000	\$525,000	Moved from FY 08
Wichita	13th St. N.: Oliver to Woodlawn		\$2,438,577		\$2,438,577	\$2,600,000	Split & Moved from FY 09
	Subtotal	\$6,026,314	\$4,545,175	\$525,000	\$11,096,489		
	Federal Fund Balance at the end of FY 2010	\$840,321	(\$1,921,298)	\$1,080,977	\$0		0% over programmed
					\$0		0% Allowed over programming

Request from the Jurisdiction
Different than request from Jurisdiction

#1C-1 Proposed 7-31-06 TAC (Revised 7-26-06)
2006 Transportation Improvement Program

Jurisdiction	Project	STP	CMAQ	BRIDGE	Proposed Total	Current Total	Comments
FY : 2011	FY 2011 Federal Obligation Authority	\$6,866,635	\$2,623,877	\$1,605,977	\$11,096,489		
Maize	Maize Rd: 45th St. N. to K-96	\$1,318,301	\$1,300,000		\$2,618,301	\$4,140,000	Split, Added \$1,096,602 & Moved from FY 10
Wichita	13th St. N.: Oliver to Woodlawn		\$161,423		\$161,423	\$2,600,000	Split & Moved from FY 09
Wichita	21st St. N.: Broadway to I-135		\$1,100,000		\$1,100,000	\$1,100,000	Moved from FY 10
Wichita	Central: 135th St. W. to 119th St. W. & Bridge Betw. 119th & 135th St.W.	\$5,600,000			\$5,600,000	\$2,950,000	Added \$2,650,000 & Moved from FY 07
Wichita	119th St. W.: Kellogg to Maple	\$1,600,000			\$1,600,000	\$1,600,000	Moved from FY 09
	Subtotal	\$8,518,301	\$2,561,423	\$0	\$11,079,724		
	Federal Fund Balance at the end of FY 2010	(\$1,651,666)	\$62,454	\$1,605,977	\$16,765		0% over programmed
					\$0		0% Allowed over programming

FY : 2012	FY 2012 Federal Obligation Authority	\$6,866,635	\$2,623,877	\$1,605,977	\$11,096,489		
Maize	Maize Rd: 45th St. N. to K-96	\$1,318,301	\$1,300,000		\$2,618,301	\$4,140,000	Split, Added \$1,096,602 & Moved from FY 10
Wichita	47th St. S.: Meridian to Seneca	\$2,000,000			\$2,000,000	\$2,000,000	Moved from FY 08
Wichita	Intersection: Zoo/Westdale/I-235		\$115,000		\$115,000	\$115,000	Moved from FY 07
Wichita	Greenwich: Central to 13th St. N.	\$2,000,000			\$2,000,000	\$2,000,000	Moved from FY 09
Wichita	21st St. N.: K-96 to 127th St. E.	\$3,200,000			\$3,200,000	\$3,200,000	Moved from FY 09
Wichita	135th St. W.: Kellogg to Auburn Hill	\$1,000,000			\$1,000,000	\$1,000,000	Moved from FY 10
	Subtotal	\$9,518,301	\$1,415,000	\$0	\$10,933,301		
	Federal Fund Balance at the end of FY 2010	(\$2,651,666)	\$1,208,877	\$1,605,977	\$163,188		1% under programmed
					\$0		0% Allowed over programming

FY : 2013	FY 2012 Federal Obligation Authority	\$6,866,635	\$2,623,877	\$1,605,977	\$11,096,489		
Wichita	Harry: Greenwich to 143rd St. E.	\$2,200,000			\$2,200,000	\$2,200,000	Moved from FY 10
Wichita	Pawnee: Webb to Greenwich	\$2,200,000			\$2,200,000	\$2,200,000	Moved from FY 10
Wichita	135th St. W.: 13th St. N. to 21st St. N.	\$2,325,000			\$2,325,000	\$2,325,000	Moved from FY 10
	Subtotal	\$6,725,000	\$0	\$0	\$6,725,000		
	Federal Fund Balance at the end of FY 2010	\$141,635	\$2,623,877	\$1,605,977	\$4,371,489		39% under programmed
					\$0		0% Allowed over programming

Request from the Jurisdiction

Different than request from Jurisdiction

Only Federal STP/CMAQ/BR amount for the project is shown here.

**Proposed August 17, 2006 Amendment to the
2006 Transportation Improvement Program**

<u>Kansas Department Of Transportation (KDOT):</u>	<u>Change Type:</u>	<u>Page #:</u>
1) US-54: 119 th St. W. to 135 th St. W.	Moved from 2006 to 2007 (**).	KD-5
2) K-254: Hillside/45 th St. S./Oliver/Woodlawn Interchanges	Moved from 2006 to 2007 (**).	KD-3
3) 13 th St. N Approx ¼ Mile west of Waco (Minisa Bridge)	F-TE increased from \$435,000 to \$1,000,000 (**).	KD-1
4) US-81: Cowskin CR. BR#157, 5Km N SG-SU Co. Line	Cost increase and PE estimate adjustment (**).	KD-5
5) I-135: N of Pawnee to N of US-54 [K-7332-01 (TIP#)]	Cost increase, moved from 2006 to 2009, and project split (**).	KD-2
6) I-135: N of Pawnee to N of US-54 [K-7332-02 (TIP#)]	Split from K-7332-01 (TIP#) (**).	KD-2
7) ITS AVL (COW/SG) F-STP	Dropped on request from SG Co.	KD-2
8) ITS Wichita Transit Project (COW) F-STP	Dropped on request from COW.	KD-3

<u>City of Wichita (COW):</u>	<u>Change Type:</u>	<u>Page #:</u>
1) Pawnee: Seneca to Meridian	Moved from 2007 to 2006 and increased F-STP by \$2,000,000.	WR-4
2) Pawnee: 119 th St. W. to Maize Rd.	Increased F-STP by \$1,800,000.	WR-4
3) Intersection: 13 th St. N. and Broadway	Moved from 2006 to 2007.	WI-1
4) Intersection: 13 th St. N. and Mosley	Moved from 2006 to 2007.	WI-1
5) 15 th St. N. @ Drainage Canal	Moved from 2006 to 2009 and reduced F-BR by \$330,000.	WB-1
6) Elevated Rail Corridor: Douglas Ave. to 17 th St. N.	New 2006 F-TCSP Grant (**).	WR-
7) 11 th St. N.: Bridge @ Drainage Canal	Increase F-STP by \$330,000	WB-1
8) 37 th St. N.: Tyler to Ridge & Bridge west of Ridge	Increased F-STP by \$ 551,635	WR-1
9) Central: Woodlawn to Rock	Moved \$261,036 from F-BR to F-STP	WR-1
10) Harry: Turnpike to east of Rock	Increased F-STP by \$100,000	WR-3
11) 29 th St. N.: 119 th St. W. to Maize	Moved from FY 06 to FY 07	WR-1
12) 21 st St. N.: Bridge @ Little Arkansas River	Increased F-BR by \$100,000	WB-1
13) Hillside: Bridge @ Range Road	Increased F-BR by \$500,000	WB-2
14) Bridge Inspection	Increased F-BR by \$20,000	WB-2
15) Oliver: Harry to Kellogg	Increased F-CMAQ by \$500,000	WR-4
16) Intersection: Douglas and Oliver	Increased F-CMAQ by \$400,000	WI-2
17) Mac Arthur: Meridian to Seneca	Moved from FY 07 to FY 08 and increased F-STP by \$200,000.	WR-4
18) 25 th St. N.: Bridge @ Little Arkansas River	Moved from FY 07 to FY 08 and increased F-BR by \$150,000	WB-1
19) Intersection: 17 th St. N. and Hillside	Moved from FY 07 to FY 08 and added \$440,000 in F-STP	WI-1
20) 13 th St. N.: 119 th St. W. to 135 th St. W.	Moved from FY 07 to FY 09	WR-3
21) 21 st St. N.: Bridge @ Arkansas River	Moved from FY 07 to FY 09 and increased F-Br by \$850,000	WB-1

(**) No Federal Metro Urban Funds (STP/CMAQ/BR) programmed for the project.

22) Seneca: I-235 to 31 st St. S.	Moved from FY 08 to FY 09	WR-3
23) Greenwich: Harry to Kellogg	Split project and Moved from FY 08 to FY 09/10	WR-5
24) Lincoln: Bridge @ Arkansas River	Moved from FY 07 to FY 09	WB-2
25) Pawnee: I-135 to Hillside	Moved from FY 08 to FY 10	WR-5
26) 13 th St. N.: Hillside to Oliver	Moved from FY 08 to FY 10	WR-4
27) 135 th St. W.: Maple to Central	Moved from FY 09 to FY 10	WR-6
28) Grove: Bridge @ Frisco Ditch	Moved from FY 08 to FY 10	WB-2
29) 13 th St. N.: Oliver to Woodlawn	Split and moved from FY 09 to FY 10/11	WR-6
30) 21 st St. N.: Broadway to I-135	Moved from FY 10 to FY 11	WR-7
31) Central: 119 th St. W. to 135 th St. W. & Bridge between 119 th St. W. and 135 th St. W.	Moved from FY 07 to FY 11 and increased F-STP by \$2,650,000	WR-3
32) 119 th St. W.: Kellogg to Maple	Moved from FY 09 to FY 11	WR-6
33) 47 th St. S.: Meridian to Seneca	Moved from FY 08 to FY 12	WR-5
34) Intersection: Zoo/Westdale/I-235	Moved from FY 07 to FY 12	WI-2
35) Greenwich: Central to 13 th St. N.	Moved from FY 09 to FY 12	WR-6
36) 21 st St. N.: K-96 to 127 th St. E.	Moved from FY 09 to FY 12	WR-6
37) 135 th St. W.: Kellogg to Auburn Hills	Moved from FY 10 to FY 12	WR-7
38) Harry: Greenwich to 143 rd St. E	Moved from FY 10 to FY 13	WR-8
39) Pawnee: Webb to Greenwich	Moved from FY 10 to FY 13	WR-8
40) 135 th St. W.: 13 th St. N. to 21 st St. N.	Moved from FY 10 to FY 13	WR-7

Sedgwick County (SG Co.):

Change Type:

Page #:

1) 143 rd St. E. Bridge @ KTA	F-BR increased by \$1,580,000.	WB-2
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Metropolitan Communities (MC):

Change Type:

Page #:

1) Maize Rd.: 45 th St. N. to K-96	Split & Moved to 2011&12/ increase in F-STP by \$1,096,602.	MC-3
2) 1 st St.: Pedestrian Bicycle Pathway	Moved from 2006 to 2007.	MC-1
3) Woodlawn: 37 th St. N. to 45 th St. N.	Increase in F-STP by \$800,000, and moved from 2008 to 2009.	MC-2
4) Regional ITS System Implementation	Dropped the project from the Program.	MC-1
5) Main Street: Grand Ave. to Cowskin Creek	Increased F-STP by \$133,673.	MC-1
6) 71 st St. S.: US-81 to KTA Ramp	Reduced F-STP by \$60,264.	MC-2

Wichita Transit (WT):

Change Type:

Page #:

1) Van Maintenance Facility	New Project (**).	WT-
2) Systems Upgrade	New Project (**).	WT-
3) Transit Enhancements	New Project (**).	WT-
4) Trolleys (5)	New Project (**).	WT-
5) Systems Upgrades	New Project (**).	WT-
6) Bus Purchases (5)	New Project (**).	WT-

(**) No Federal Metro Urban Funds (STP/CMAQ/BR) programmed for the project.

7) Van Purchases (8)	New Project (**).	WT-
8) New Freedoms	New Project (**).	WT-
9) Access to Jobs	New Project (**).	WT-
10) Capital Cost of Contracting	New Project (**).	WT-
11) FTA Training/Travel	New Project (**).	WT-
12) Maintain Existing ADA	New Project (**).	WT-
13) Maintain Existing Services	New Project (**).	WT-

(**) No Federal Metro Urban Funds (STP/CMAQ/BR) programmed for the project.